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Chur

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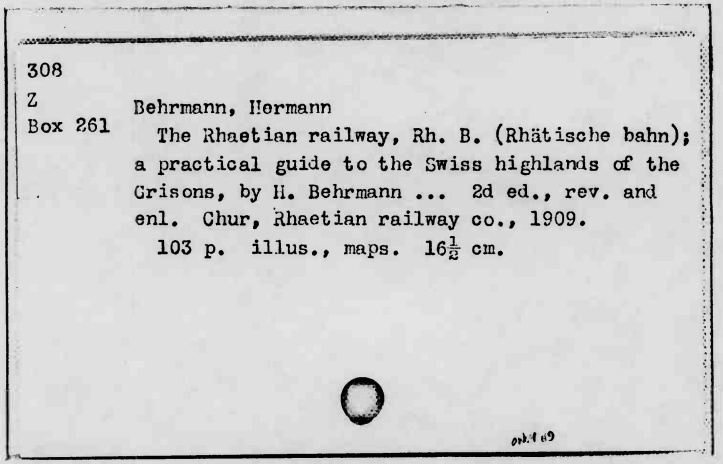

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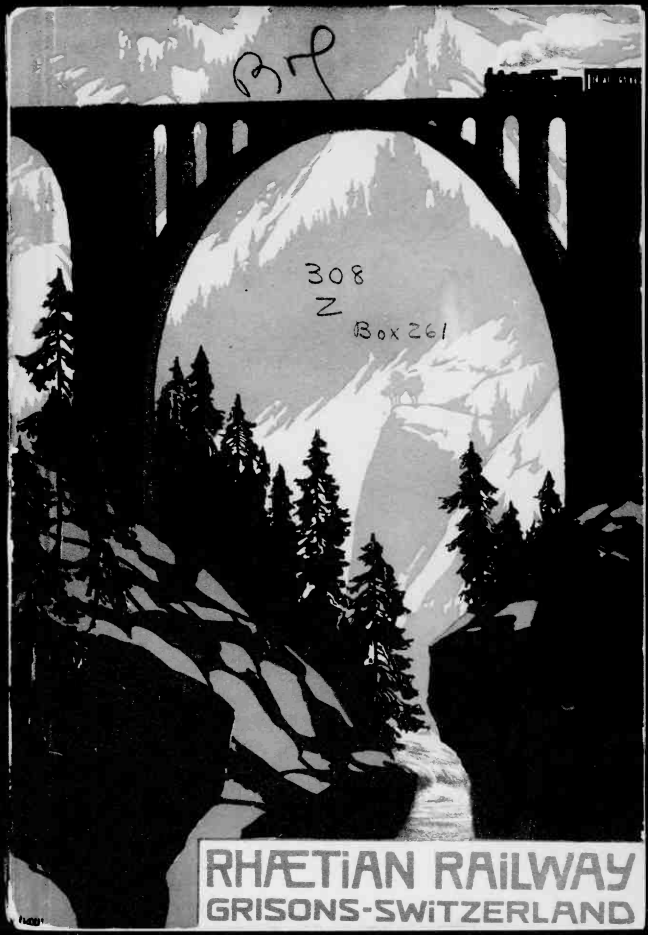

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THE RHAETIAN RAILWAY

Rh.B.

(Rhätische Bahn)

A PRACTICAL GUIDE TO THE SWISS HIGHLANDS OF THE GRISONS

By H. BEHRMANN.

With Illustrations, several Maps in the Text and two Supplementary Maps

Second Edition, revised and enlarged

Published by the
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Chur 1909.
Trade supplied by F. Schuler, Chur.

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Rh.B.

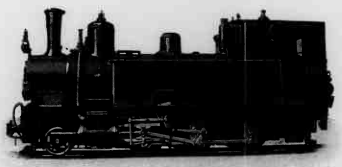
The Rhaetian Railway is one of the very few lines which are frequented for the sake of the journey itself, and not merely for the purpose of reaching a destination. There are, I say, very few such railways in the world. Even in Switzerland, where the traveller enjoys from his carriage window such an endless succession of the most beautiful and sublime landscapes, the scenery (apart from some few exceptions, including the purely mountain lines, which are of course outside the ordinary sphere of traffic) may be regarded simply as a pleasant feature in the journey.

On the Rhaetian Railway, however, one travels for the sake of what there is to see by the way — in other words, for the sake of the journey itself. And this makes a great difference.

Nor is it only the overwhelming beauty of the Grisons mountains, into the midst of which the railway takes us, that claims our attention. We children of to-day are equally fascinated by the marvels of the unprecedentedly daring technical triumphs shown in the railway itself, which nevertheless harmonises completely with the landscape. Although myself particularly sensitive to the beauties of nature, I am not ashamed to confess that when travelling through the Albula Valley, or elsewhere on this railway, I sometimes allow my attention to be diverted to the details of the railway construction, even from the most magnificent scenery. And this too may be recognised as one of the charms of travelling.

Although the Rhaetian Railway is fast crowding out the diligences from the valleys of Graubünden, where it was prophesied they would continue for ever, it has not in so doing taken the poetry out of travel. The line is a narrow-gauge one, and my experience is that the necessity of having to change at Landquart or Chur from the carriages of the Federal Railways to those of the Rhaetian Railway, very much increases the passengers' capacity for receiving the impressions of the journey. This is by no means equivalent to claiming for the Rhaetian Railway the "comforts" of the frequently ridiculed "local" or branch railway! On the contrary, it is a first-class, solidly constructed line equal to all the demands that can be made upon it, in every respect on a level with modern technique, and challenging comparison with any undertaking of the kind. And nothing so clearly proves this to be the case as the circumstance that the Rhaetian Railway is the only narrow-gauge railway which is admitted to the European railway timetable conferenee.

The following booklet proposes to introduce to this unique railway those who are not acquainted with it. I hope that it will attract very many to the beautiful valleys of Graubünden.



Tank-engine, $^3/_4$ coupled.

The Grisons.

Scenery, Configuration, Situation, Inhabitants.

The Canton of the Grisons, in which the Rhaetian Railway is the principal means of communication, has always been most attractive on account of the great beauty of its scenery. It is essentially different in character from the other parts of Switzerland, differing in particular from the Original Cantons and the Bernese Oberland. Although the character and distribution of its mountains and valleys is peculiar to itself, it is above all the special climatic features of Graubünden that affect the nature of its scenery. While elsewhere in the Alps the tree limit is about 5600 feet above sea-level, the cimbra-pine and larch woods of the Engadine reach an altitude of 7200 feet. And it is in the Engadine, too, that the dryness and transparency of the air bring about those luminous colour effects which give an impression of fairylike splendour, as if the landscape were painted on a background of gold.

This magnificent scenery is in the fullest sense of the word opened up to traffic by the Rhaetian Railway. As a rule, railways do not carry us farther than the foot of the mountains, and then wind round or cut through them. This railway, however, takes us into the very heart of the mountain world and carries us up to altitudes which are not even approximately attained by any of the other adhesion railways of Europe.

The Canton of the Grisons occupies the south-eastern part of Switzerland, and from the Rhine Valley near Maienfeld as far as the Stilfser Joch forms its Austrian frontier; from this point to beyond the Lake of Como its Italian frontier.

Its area of 2774 sq. miles embraces more than one-sixth of Switzerland.

The greater part of this vast region consists of mountainous country, the peaks of which reach as high as 13,124 feet, with extensive snow-fields and imposing glaciers.

The country is broken up into no fewer than 150 valleys, varying greatly in size, traversed by wild rushing torrents and streams, and animated by roaring waterfalls and clear mountain lakes. Dark green fir-woods and verdant mountain meadows cover the slopes and form the transition from the valleys to the high mountains.

The altitude of the valleys differs considerably. Whereas, for example, the Rhine Valley near Chur is only 1969 feet above sea-level, the Engadine reaches as high as 6089 feet, and the alpine valley of Avers, the highest valley in Europe inhabited in villages, attains the altitude of 6998 feet. On the southern slopes of the Alps, however, the Misox Valley sinks to 935 feet above sea-level.

According to the last census, that of December 1st, 1900, the Canton of the Grisons had 104,520 inhabitants, of whom 55,155 were Protestant and 49,140 Catholic; and of these 48,700 speak German, 36,500 Romansch, and 17,500 Italian. The number of its communes is 224. Most of the inhabitants are agriculturists; in larger towns trade and industry thrive; but there is a distinct absence of the factories which figure so largely in many other cantons.

The German language predominates in the north-eastern part of the Canton, in the Rhine Valley as far as Reichenau, in the Hinter-Rhine Valley, in the Prättigau and the commune of Davos; the various dialects of the Romansch language are spoken in the Oberland, in the Oberhalbstein and in the Albula Valley, in the Upper and the Lower Engadine, and in the Münster Valley; while Italian is the principal language for the Puschlav, the Bergell and the Misox Valley.

The German language is everywhere carefully cultivated and well understood by the Romansch-speaking people, in whose mouths it bears a slight resemblance to the German of the German-speaking Swiss when he is not speaking dialect, and consequently to that spoken elsewhere in Graubünden by those whose native language is Swiss-German. Their pronunciation is clearer and therefore more easily understood by the foreigner than that of the German-speaking Swiss in other parts of the country.

Climate, Curative Properties, Mineral Springs, Tourist Attractions, Sports.

In addition to its beautiful scenery, Graubünden possesses climatic advantages which attract no small proportion of its visitors. Corresponding with the differences in altitude, the climate varies considerably in different parts of the Canton. Within a comparatively small area we find the advantages of a temperate sub-alpine climate, combined with those of the high-mountain climate, so that spring, summer, autumn and winter "seasons" follow one upon another.

With the exception of some small parts of the country in the south, north and east, the Grisons belong wholly to the mountainous and alpine region. In spite of this, its high-lying valleys are exceedingly well sheltered by the formation and grouping of the mountains, the proximity of forests, and the direction of the prevalent winds. They are consequently subject to very favourable climatic conditions.

This high-lying tract of country enjoys an excellent climate of the true "continental" type, which is distinguished by the extreme differences of temperature between day and night, summer and winter. This "continental" character of the mountain plateau is revealed also in the rainfall. That part of the Rhaetian highlands nearest Valais is the dryest, least rainy part of Switzerland Within this high lying region the Upper Engadine is especially privileged on account of its lakes, which, in spite of the great elevation, help considerably to make the winter milder.

In the Upper Rhine Valley we find, at an altitude of 1640 feet. at Chur, for example, the same climatic conditions as on the mild eastern borders of the Jura 820 feet lower. Like Valais, the Rhine Valley is free from fogs and clouds. *(Dr. Loetscher.)*

In number and importance the *Summer Resorts* take first place. They vary greatly in altitude. The pure mountain air has an invigorating effect upon the constitution, and the well wooded nature of the country makes it particularly pleasant for summer holidays. Some places are especially suitable for a spring or autumn visit, and as intermediate stations for the more highly situated health-resorts, while again in winter the mountain resorts come to the fore.

The curative qualities of the climate, the influence of the fragrant alpine air, and the powerful sunshine, are very beneficial to the system, and are supplemented by the mineral springs, in which the Grisons are richer than any other canton of Switzerland.

The large number of tourists who visit Graubünden will find abundance of mountaineering. But the Canton has earned its greatest reputation as the classical land of winter sports. The capability of the Rhaetian Railway is never put to a severer test, and is also never more grate-

fully acknowledged, than when in winter it deals with the traffic to the beautiful, sunny, snow-clad mountain-valleys, when all other highways and byways are deep under snow.

Historical. Roads and Railways.

Since the times of the Romans, who subdued the country and whose military roads took them from the Lake of Como over the Septimer, the Julier and the Splügen Passes to the north, Graubünden, the ancient Rhaetia, has been of great importance as affording a passage between Italy and Germany. Its history is full of countless feuds, of foreign attacks, and attempts to win its favour. We see it, at the same time, engaged in a patient, persevering defence — sometimes high-spirited and bold, at other times cunning and subtle — of its own freedom.

The name of Graubünden (Grisons) originates from the *"Upper* or *Grey League"*, which was established in March, 1424, between the Abbot of Disentis and 21 communes of the Oberland, at Truns, "for the purpose of securing and promoting the general welfare". Out of this league, together with the Gotteshausbund (League of the Sacred House), which was entered into as early as 1396 by the subjects of the bishop of Chur, and the Bund der Zehn Gerichte (League of the Ten Jurisdictions), which was founded at Davos in 1436, and comprised Davos, the Prättigau, Malans, Maienfeld, Belfort, Churwalden and Schanfigg, arose the union of the "Drei Bünde in Hohenrhaetien" (the Three Leagues of Upper Rhaetia) which from 1521 we find mentioned in documents as "Die grauen Bünde in Rhaetien" (The Grey League of Rhaetia), on account of the grey garments worn by the men, and since called the Grisons (Grigioni, Grisonen) and in Romansch the "Grischuns".

The allied peoples received their first baptism of blood during the Swabian war, i. e. in the war against the Swabian League and Austria, when, united with the Confederates, they gained honourable laurels. At the ensuing conclusion of peace at Bâle, Austria and the Swabian League acknowledged the Free State as such.

The *Reformation* penetrated the northern valleys of the Bünden (the Leagues) from Zurich, while the new doctrine was brought to the southern valleys by Italians who had been awakened by the controversial writings of Luther, and persecuted by the Inquisition.

The ensuing period of internal disorder, oppression, and struggle for freedom, came to an end when in 1799 the people decided by vote to join the Swiss Confederation. This came into force in the year 1803.

The cause of these numerous disorders, but also the source of the country's riches, lay in its mountain passes, which were a means of intercommunication for travellers and for trade between north and south. Until the second half of the 18th century, however, the traffic was confined to the Roman mule-tracks, which had only been improved here and there. Not until 1782—85 was the first federal highway constructed, that from Chur to the Lichtenstein frontier, the so called "deutsche Reichsstrasse" (German Imperial Road).

Then came in 1818 the St. Bernhard Road, which was followed first by the Splügen Road and later on by the roads over the Julier and Maloja. In all, no fewer than ten mountain passes were provided with roads built on scientific principles. The network of roads in the interior entailed an expenditure of about 20 million francs, not including the free transfer of the land and the supply of raw material by the communes — quite an extraordinary accomplishment for such a small free state.

Ever since the opening of the first railways in the thirties of last century, there has been no lack of schemes in Graubünden for securing to the Canton a line of railway which should result in its retaining the through traffic between north and south; but, as the St. Gotthard Railway, opened in 1882, succeeded in attracting to itself the through goods traffic, this design was frustrated.

There has never been any want of serious and promising plans for extending the Swiss railway system into the Rhaetian Alps, and it has been not so much technical as financial difficulties that have stood in the way of their realisation. It was only when in 1866 the extension of the railway system *inside* the Canton was recognised as the most necessary matter, and was taken up as such by active and influential men, especially by Herr W. J. Holsboer, a member of the Cantonal Council, the well-known promoter of the health-resort of Davos, that the foundation could be laid for a comprehensive cantonal railway system.

Rh.B.
Rhaetian Railway.

Apart from the line between Rorschach and Chur, which runs through Grisons territory, the cutting of the first sod of the Landquart and Davos Railway marks the beginning of railway construction in the canton, and at the same time the birth of the Rhaetian Railway. The construction of the line was begun in May, 1888; on October 9th, 1889, the portion from Landquart to Klosters was opened for traffic, and on July 21st, 1890, that from Klosters to Davos.

The Landquart and Davos Narrow-gauge Railway Cy., which ran this line, acquired in 1894 some concessions originally granted to others for the construction of the narrow-gauge railway lines from Landquart to Chur and from Chur to Thusis, and immediately commenced the construction of both. The work was carried out so quickly that by the summer of 1896 the whole of the line from Landquart to Thusis could be opened for traffic. At the same time the Company adopted the name of "Rhätische Bahn" and undertook the task of developing the railway lines of the Grisons. The offices and management of the company were located at Chur, the capital of the Canton.

The next task was the construction of lines to the Engadine and the Oberland. With the aid of the Confederation, which granted a subvention to the canton for the establishment of narrow-gauge lines from Thusis to St. Moritz and from Reichenau to Ilanz, it was possible to take this work in hand by the year 1898. On July 1st, 1903, the whole of the line from Thusis to Celerina was opened for traffic, and on July 10th, 1904, it opened as far as St. Moritz. The line from Reichenau to Ilanz was opened on June 1st, 1903.

This, however, by no means brought the development of the railway to a stand-still. On July 1st, 1908, the connecting line between Samaden and Pontresina was opened to traffic; on July 1st, 1909, that from Davos to Filisur. With these Graubünden now possesses a network of narrow-gauge railway lines 123,7 miles in length, connecting the capital with the more important valley townships, and these with each other.

This network of railway is undergoing a further extension by the two branch lines commenced in 1909, namely the line from Bevers to Schuls in the Lower Engadine, which will bring the long desired railway connection to the great Upper Engadine resorts; and that from Ilanz to Disentis, the most important centre of traffic in the Vorderrhein valley. Both lines are extremely important, not only on account of the trade necessities of the valleys they serve but also because they pass through regions of pre-eminent beauty of landscape, and consequently will be in no respect behind the older sections of the line in the power of their attraction over the traveller for pleasure.

The continuation of the Albula line, which now has its terminus at St. Moritz, via Maloja to Chiavenna, affording connection with the Lake of Como Railway; also that of the Lower Engadine line to the Austrian border, affording connection with the Austrian railway system, are awaiting future realisation.

Technical, Altitudes, Cost of Construction.

General System.

When the first line of the Rhaetian Railway was constructed, namely the section from Landquart to Klosters, the fact was from the first not lost sight of that it was to be regarded not merely as a local railway, but also as the first instalment of an alpine railway to Italy. It was consequently built in as perfect and solid a manner as possible. On account of the cost, the standard gauge was

out of the question; but although the narrow-gauge system had to be adopted, it was determined that the line should figure in the very first rank of narrow-gauge railways.

The gauge decided on was 3.2809 feet (1 metre) and the line along its whole course has been constructed on the ordinary adhesive principle, without recourse to the plan, which so obviously suggests itself and has been used on other lines of the kind, of introducing an auxiliary rack-rail in the centre. These principles have since been adhered to in the further extension of the railway.

The gradient, after the experience on the Davos portion of the line with the proportionately steep ascent of 45 °/₀₀ had proved the expediency of a reduction, has been always made less on the lines which have been constructed later.

The artificial constructions, especially the bridges, have been built of stone wherever practicable on account of aesthetical considerations. Only in a few cases has the Rhaetian railway been compelled to depart from this principle and has chosen the less costly iron construction.

The locomotives throughout the line are driven by steam. Nevertheless electric working is provided for on the new tract of line from Bevers to Schuls, and the application of this method to the whole system is forming the subject of close consideration.

Landquart to Davos.

As already mentioned, the steepest gradient on this section amounts to 45 °/₀₀, the minimum radius of the open track being 328 feet.

The railway has to reach a considerable height. The starting-point, Landquart Station, has an altitude of 1719 feet, the highest point, Wolfgang Station, 5370 feet, and the terminus at Davos 5064 feet above sea-level. Between Landquart and Küblis the track passes along the bed of the valley, where its steepest gradient is 35 °/₀₀, and from there on 45 °/₀₀. Above Klosters a loop-tunnel 1098 feet long was necessary in order to grapple with the ascent.

Altogether there are three tunnels comprising a total length of 2128 feet.

The line is 31 miles long, and the cost, including the subventions which were contributed by the communities, partly in cash and partly by furnishing the necessary wood gratuitously, amounted in round figures to £340,000, or £5832 per kilometre.

Davos to Filisur.

The maximum gradient on this line was not able to be taken at less than 35 °/₀₀ in order to attain during the course of the stretch of line, which in round numbers is only 12 miles long, the considerable difference in altitude between Davos (Survey height 5064 feet) and Filisur (3555 feet). The minimum radius of the curves amounts to 395 feet.

This section of line has 15 tunnels, with a collective length of 13,800 feet. The most prominent engineering construction of the line is the stone Wiesen Viaduct 690 feet long, with 6 openings each 66 feet wide and a central parabolic arch of 180 feet span which strides across the Landwasser valley at a height of 289 feet.

The cost of building amounted to £217600 or £11453 per kilometre. The substructure aloue cost £153600, or £8084 per kilometre.

Landquart to Thusis.

This line is 25.6 miles in length. The minimum radius here is also 328 feet, as on the line from Landquart to Davos.

The steepest gradient is not more than 25 °/₀₀. The total cost amounted to £280,000, or in round figures £6,800 per kilometre.

The Albula Railway. Thusis to St. Moritz.

This line is 38.34 miles long. The steepest gradient between Thusis and Filisur is 25 °/₀₀, between Filisur and Bevers 35 °/₀₀, and between Bevers and St. Moritz 20 °/₀₀.

The altitude of the railway at Thusis is 2302 feet, at Filisur 3555 feet, at Bergün 4524 feet, at Preda 5892 feet, at Spinas 5890 feet, at Bevers 5633 feet, at Samaden 5620 feet and at St. Moritz 5844 feet above sea-level. The highest point, 5998 feet, is in the Albula tunnel.

The smallest radius of the curves on this line is 395 feet; only in very few cases has it fallen as low as 328 feet.

The nature of the mountains traversed is such that the number and length of the tunnels and viaducts on this line are abnormally great. Besides the Albula tunnel, there are 38 smaller tunnels, the total length of which is 33,350 feet, of which all but 7892 feet had to be lined with masonry.

At Thusis the Hinter-Rhein is spanned by an iron construction 263 feet in length. Besides this, there are in the Engadine three smaller iron bridges. All the other constructions of this kind, some of which are as much as 138 feet in length, are of arched masonry.

The Albula Tunnel (19,242 feet in length).

The Albula Tunnel is, up to now, the longest tunnel ever built on a narrow-gauge railway. Its construction was attended with enormous difficulties, the greatest of which was the sudden tapping of powerful springs of cold water in soft stone and dolomite sand. The efforts to overcome these difficulties were extremely toilsome, and caused an interruption of fifteen months in the progress of the work on the northern side.

After these dangerous places had been succesfully coped with, it was possible to proceed with the machine-boring in the granite, three of Brandt's rock-drills being kept at work simultaneously at either end. An average daily progress of 190.3 feet was made, and by April, 1902, the progress made with the adit on the north side was gradually increased to 239 feet, which rate of progress as a month's average through solid rock had probably never been reached before.

The work was commenced in October, 1898, and on May, 29th, 1902, the tunnel was pierced. The greatest feat was accomplished in the year 1902, when fully half of the tunnel, a length of nearly 9840 feet, was finished, an accomplishment which equals the average rate of progress from 1899 to 1902 in the Simplon tunnel. A length of 1909 m. (6261 feet) remains unlined.

The temperature in the heading before the piercing was 14—15° Centigrade. The water-temperature of the main springs is 6°, that of the springs in granite 8—11° Centigrade.

The up-gradient from Preda to the middle is 10 °/₀₀, the down-gradient towards Spinas 2 °/₀₀.

Cost of the Albula Railway.

The cost of the Albula Railway, inclusive of rolling-stock, amounts to 25 millions francs (£ 1,000,000), or 403,000 francs per kilometre (£ 16,100). The rolling-stock on this line cost 2 million francs (£ 80,000) or 32,000 francs (£ 1280) per kilometre.

The substructure alone cost: without the Albula tunnel £440,000, or £7080 per kilometre; the Albula tunnel alone £282,800, or £48 per metre; with the Albula tunnel £733,800, or £11,640 per kilometre. The small tunnels cost on an average 400 francs per lineal metre (3.29 feet).

Bevers to Schuls.

On this line, which has a total length of 31 miles, the maximum gradient is planned for 25 °/₀₀. The minimum radius of the curves is 526 feet.

The cost of building, without the plant for the electric working, will amount to £680,000, or £13.600 per kilometre. The substructure alone will cost £426,400, or £8528 per kilometre.

Reichenau to Ilanz.

This line is 12 miles long, its steepest gradient being 10 °/₀₀, and the minimum radius of its curves 393.7 feet.

It extends along the bed of the Vorder-Rhine Valley, where the river has eaten its way deep into the prehistoric Flims landslip. The precipitous sides of this valley do not consist of rock, but of the rubble and debris of the landslip, from which, in spring, stones often fall. The railway had to be protected from this, partly by forming a space between it and the declivity for the stones to fall into, and partly by building the permanent way into the bed of the Rhine, which at this point is very broad. The great dykes necessary here, formed the most important work on this line.

At three places tunnels of a total length of 2634.5 feet were constructed.

The cost of this railway, exclusive of rolling stock, was in round figures 4.4 million francs (£176,000), or 231,000 francs (£9264) per kilometre.

Ilanz to Disentis.

This section of line will be 18,4 miles long, its maximum gradient 27 °/₀₀, and the minimum radius of its curves 395 feet.

The cost of construction will be £240,000, or £8108 per kilometre, of which the substructure alone will amount to £137,280, or £4638 per kilometre.

The Rolling Stock.

The Rhaetian Railway possesses, according to the position on the 1st of July, 1909, more than 45 locomotives, 154 passenger carriages, 24 luggage vans, 405 goods trucks, and 1 break-down van with the necessary appliances for use in case of accidents. 12 Federal mail vans also run on this line. Of the locomotives 16 are tank-engines with 3 coupled axles and one trailing axle, with a running weight of 29.5 to 31.5 tons (illustration page 6); 12 duplex compound tank-locomotives, Mallet system, with a running weight of 36.9 to 43.6 tons (illustrations pages 20 and 46); 6 two-cylinder compound locomotives with 4 coupled

axles, one trailing axle, and tender; 11 two-cylinder superheated steam twin-locomotives with 4 coupled axles, one trailing axle, and tender, with a running weight of 47 tons (illustration page 103).

The *passenger carriages* are all provided with lavatories, and lighted by electricity, which is switched on for the many tunnels on the Albula line.

Saloon carriages and cars specially constructed to afford good views (for first-class passengers, without extra fee) run on the principal express trains regularly during the summer season. There is also a first-class sleeping and saloon car, for the use of which there is a special tariff. (See page 21.)

Traffic Arrangements.

With the exception of the trains on the Oberland line in winter and a few early and late ones on the other sections, all trains are run with first as well as second and third class compartments. In summer and during a part of winter a first-class express train with saloon carriages runs in connection with the Engadine Express from Calais.

All railway officials who come in contact with the travelling public, speak two languages — German, and either French or English. Some of the officials also speak Italian.

Foreign money is accepted at the booking offices and on the trains of the Rhaetian Railway at a fixed rate of exchange.

Connections with other Lines and with Diligence Routes.

The chief approach line to the Rhaetian Railway is the Sargans, Ragaz, Landquart and Chur branch of the Federal Railways. Sargans is the junction for the following lines:

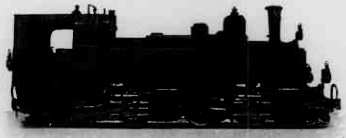
Olten and Bale-Zurich-Wädenswil (Arth-Goldau)-Weesen (Glarus)-Landquart-Chur, for travellers coming from Western Switzerland, Baden, Alsace, France and England;

St. Gall-Rorschach-Buchs-Landquart-Chur, for those coming into Switzerland via the Lake of Constance.

Innsbruck-Arlberg-Buchs-Landquart-Chur, for travellers from Austria.

Moreover, from Austria the Engadine post route from Nauders; from Italy the Maloja post route from Chiavenna, and the Bernina post route from Tirano; and, from Central-Switzerland, the Oberalp post route from Andermatt, provide means of communication with the Rhaetian Railway.

The connecting post routes and other means of communication are noted in the following pages under the names of the connecting stations. The trains of the Rhaetian Railway in direct connection with the Federal Railway trains from Sargans wait 15 minutes at Landquart and Chur; and the trains of the Federal Railway also wait 15 minutes for all direct connections on the Rhaetian Railway.



Duplex compound tank-engine, Mallet system, with four coupled axles $^3/_3+^3/_3$.

Fares, Special Tickets and Luggage Arrangements.

A. Passenger Traffic.

Ordinary and Sunday Tickets.

At all stations a table of fares is posted up near the booking office.

The ordinary return tickets are available for 10 days. Sunday tickets for any distance up to

75 kilometres are available for 1 day
76 » or more » » 2 days.

The Sunday tickets available for 1 day are only issued on Sundays, New Year's Day, Good Friday, Easter-Monday, Ascension-Day, Whit-Monday, Christmas-Day and Boxing-Day.

The Sunday tickets available for 2 days are valid for Saturday and Sunday or Sunday and Monday, and those issued for the forementioned public holidays on the holiday in question and 1 day before or after.

Sleeping and Saloon Car.

The sleeping and Saloon car is attached to the trains when 6 first-class tickets are taken for the saloon compartment and the established supplementary tax is paid on each ticket.

Further information can be obtained at every station of the Rhaetian Railway and at the usual Tourist Offices.

Swiss Combiné Tourist Tickets.

Issued at the Rhaetian Railway Stations at Chur, Davos-Platz, St. Moritz.

Lists of Tickets are obtainable at the forementioned stations and also at the principal stations of the Federal Railways. (See time tables.)

International Combiné Tickets.

(German Railway Union.)

See time-tables and official lists of fares.

Kilometre-Abonnements.

At all stations of the Rhaetian Railway second or third class booklets are issued which entitle holders to travel at pleasure a certain number of kilometres anywhere on the Rhaetian Railway system.

Further particulars and prices may be obtained of the booking clerks.

Abonnements for 12 Return Tickets.

Books of 24 tickets are issued at all stations for use on the Rhaetian Railway between any two given stations, and entitle the holder to 12 return journeys to and from the stations therein named. They are available for 3 months and are 20 % cheaper than 12 ordinary return tickets. These tickets are issued at half price for children between the ages of 4 and 12 years.

They must be ordered at least 2 days in advance at the station from which the ticket is available.

Swiss General Abonnements.

These are available for the whole Rhaetian Railway system and obtainable at the following stations: Chur, Davos-Platz and St. Moritz.

B. Luggage and Express Goods Transport.

Luggage weighing more than 10 kilogrammes (22.05 English pounds), or which is too bulky to be put on the racks in the carriages, must on no account be taken as hand-luggage, but must be registered as passenger's luggage. Each passenger is allowed to take a pair of ski or a toboggan, free of charge. These articles are carried in the luggage-van unregistered. The Railway Company will nor hold itself responsible for loss, damage or mistakes. For *bobsleighs* there are special cheap rates and other facilities both for single journeys as well as in abonnement. Full particulars may be obtained at the stations.

Description of the Railway Lines.

The following description of the various lines is intended to enable the traveller to become better acquainted with the country through which he is passing, and at the same time to afford him a handy source of reference to all information he may require during the journey and at any station as to fares, connections, etc.

The kilometre indications over the names of the stations and on structures along the line show the distance from *Landquart* and agree with the *kilometre posts* along the right side of the track as the train goes up the valley.

shows the distance in 0.10 kilometres.

the distance in kilometres

Curve Indicators.

These are placed at the beginning of each curve and indicate its radius, and sometimes give also the height of the outer rail above the inner in millimetres.

Gradient Indicators.

These are placed along the right hand side of the track going upward, and indicate the varying gradient (in this case a gradient of 45‰ following a horizontal piece of line).

When giving, in the following description of the railway, the distance between the first and last station of the various sections of the line, fractions have been counted as whole numbers.

The altitude indicated for each station shows the height of the sleepers above sea-level. These figures will also be seen on the stations themselves.

At the entrance of each tunnel, on the passenger's right-hand side as he faces the direction in which the train is travelling, is a sign-board giving its name and length; these can be easily read as the train travels at moderate speed up the gradients. During the uphill journey through the tunnels passengers are requested to keep the windows closed.

Landquart to Davos (and Filisur).

The journey from Landquart to Klosters takes about $1^3/_4$ hours, and to Davos-Platz about $2^1/_2$ hours. From Davos to Filisur about $^3/_4$ hour. The speed of the trains between Landquart and Küblis is 28 to 40 kilometres (17.4 to 24.8 miles) an hour, from Küblis to Klosters 19 to 30 (11.8 to 18.6 miles), and from Klosters to Davos and Filisur 23 to 30 (14.3 to 18.6 miles). The first figures give the average normal speed; the second the highest speed permitted.

Landquart
526.7 mtrs.

To Chur	14 kmtrs.	To Klosters	33 kmtrs.
» Ilanz	43 »	» Davos-Platz	50 »
» St. Moritz & Pontres.	103 »	» Filisur via Davos	70 »

Restaurant 1st., 2nd. and 3rd. class in Hotel Landquart, in connection with the Swiss Federal Railway Station.

0.1 kmtrs.
Landquart Bridge

Landquart is the junction on the Federal Railway for the Davos, Chur, Engadine and Bündner Oberland branches of the Rhaetian Railway.

The booking and luggage offices are in the Federal Railway station. The departure platform for the trains of the Rhaetian Railway is in front of the Hotel Landquart, and is connected with the first-named station by a covered way.

The station affords a magnificent all-round view of the mountains which encircle the broad valley of the Rhine. In the south-east we see the summits lying towards Chur: Cyprianspitz (5833 feet), Hochwang (8317 feet) and Montalin (7435 feet). To the south the view is bounded by the massive Stätzerhorn (8461 feet); on the west by the mighty Calanda (9213 feet), in front of which is Piz Alun (4862 feet), with the village of Mastrils, immediately opposite Landquart. Towards the north the Gonzen (6014 feet), with the smaller Schöllkopf, and above it the Alvier (7553 feet), from which splendid views are to be obtained, force themselves in between the Seeztal

and the Rheintal. Above the first-named gleam the peaks of the Churfirsten (7576 feet) and above the last-named the Altmann (7999 feet), in Appenzell. In the north rises the Falknis (8420 feet), to its left the smaller Fläscherberg (3734 feet), between which the Luziensteig, formerly a fortified pass, leads to Lichtenstein. On the right is seen the narrow gorge (the Klus) from which the river Landquart emerges and, sweeping in a wide curve eastwards, flows rapidly towards the railway. To the right are seen, south of the Klus, the villages of Igis and Zizers (see page 48), lying amid orchards and vineyards at the foot of the Valzeina Mountains. To the left of Igis stands Marschlins Castle with its four towers, said to date from the time of Pipin, A. D. 750.

2.1 kmtrs.

Malans

To Davos-Platz 48 kmtrs.

539.4 mtrs. *Malans* has an idyllic situation on a sunny slope to the left of the railway. It belongs to the so called "Herrschaft" part of the Rhine Valley, which stretches along the right bank of the Rhine from the frontier of the canton as far as Landquart and the defile of the Klus. Here "wird der goldgelbe rhätische Reinwein von der Sonne — 'kompleter' — ausgekocht" (Scheffel).* Near Malans, in Bothmer Castle, the well known poet, Johann Gaudenz von Salis-Seewis, lived and died (1834).

Above the village rises the green Piz Vilan (7802 feet), to the left of it the barren Gyrenspitze and the Falknis; further to the left, at some elevation, are the Klingenhorn ruins. The village out in the valley is *Jenins*.

5 kmtrs.

Felsenbach

To Davos-Platz 45 kmtrs.

575.1 mtrs. Footpath to the hamlet of *Valzeina*, 2 hours.

Felsenbach station is situated at the entrance of the Klus on an embankment projecting into the river.

* "Here the sun ripens the golden yellow Rhenish wine of Rhaetia, known as the 'complete'."

In the Klus the permanent way was regained from the bed of the river Landquart, which formerly caused much devastation here but has now been embanked. Bulwarks made of stone and wood protect the line from the blocks of ice and the stones which fall from the precipice in spring. On the left, under an overhanging rock above the rubble slope, are the ruins of the stronghold of Fragstein, which was built in the early middle ages for the protection of the defile.

After a short journey the gorge opens out, and here begins the Prättigau, the most northerly valley of the Grisons. This valley, rich in forests, meadows and orchards, stretches in a south-easterly direction to the glaciers of the Silvretta group, and is bounded on the north by the Rhätikon chain, with the *Scesaplana* (9741 feet) as the highest elevation towards the *Montafon Valley,* which belongs to the *Vorarlberg*.

6.7 kmtrs.

Seewis and Valzeina

To Davos-Platz 44 kmtrs.

596.4 mtrs. The village of Seewis (3149 feet) lies in a sheltered position at the foot of the Scesaplana (9741 feet). It has a mild climate and is especially a spring and autumn health-resort. It is the birthplace of the poet J. G. von Salis.

Small carriage road to the hamlet of *Valzeina* (3839 feet, Kurhaus 4140 feet), 3 miles.

Post carriage from the station to the village, 2 miles.

Three-quarters of an hour from Seewis is the little health-resort of Fadära (3478 feet).

7.7 kmtrs. Taschinesbach Bridge

To the right the Schrankenbach is seen streaming forth from the Valzeina valley, and to the left the houses of the hamlet of Pardisla, below Seewis, straggle up the hillside. Further away in the same direction, on the other side of the adjoining valley, are the ruins of Solavers, and the church of Fanas, on the summit of a bare rock separated from the mountain by the wild Schmittenbach. Particularly

interesting is the view back to the Grauen Hörner, which peers over the Klus from beyond Ragaz with the Piz Sol (9347 feet). Straight in front, lying west of the St. Antönien Valley are the Kreuz (7218 feet), Kühnihorn (8268 feet) and, farthest to the left, the Sulzfluh (9249 feet). For a few minutes the Madrisahorn (9285 feet) is also visible.

7.9 kmtrs.

Grüsch

To Davos-Platz 43 kmtrs.

633 mtrs. A picturesquely situated village, with old buildings, on the Taschinesbach, which the railway crosses shortly before reaching the station. It flows out from the gorge on the left. On the rivulet are extensive dam constructions to restore cultivation to the frequently devastated bed of the valley.

11.5 kmtrs.

Schiers

To Davos-Platz 39 kmtrs.

657.1 mtrs. A large, pleasant village of 1654 inhabitants with a well-known Evangelical educational establishment, in which are combined a classical and a modern School with a higher technical department, and a teacher's training college.

11.7 kmtrs.
Schraubach bridge

13.1 kmtrs.
Landquart bridge

13.6 kmtrs.
Fuchsenwinkel
Tunnel
225 mtrs.

The railway crosses the wild Schraubach flowing out of the valley on the left, and after a short time passes over to the left bank of the Landquart river. Looking back, the Vilan, having on its slope the white houses of Seewis, is again to be seen; then the valley narrows to the so-called "Fuchsenwinkel", behind which the middle Prättigau begins.

15,4 kmtrs.

Furna

To Davos-Platz 35 kmtrs.

718.6 mtrs. The flourishing village of Furna lies on the right hand side, 2 hours walk above the station, at a height of 4462 feet, and affords beautiful views.

Carriage road from the station to Furna, 3½ miles.

To the left the summit of the Casanna (8402 feet) appears up the valley, while backwards, above the green mountain of Fanas, rises the peak of the Scesaplana.

Phot. Chr. Meisser, Zurich.

Partnun and Sulzfluh

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Carriage road from the station to Furna, 3 1/4 miles.

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Phot. Chr. Meisser, Zurich.

Partnun and Sulzfluh

16.8 kmtrs.

Jenaz

To Davos-Platz 34 kmtrs.

726.2 mtrs. Jenaz, the large village lying to the left of the railway, is conspicuous on account of its numerous old weather-stained wooden houses. Like Grüsch and Schiers, the greater part of it is hidden among orchards.

18.2 kmtrs.

Fideris

To Davos-Platz 32 kmtrs.

746.9 mtrs. The village of Fideris (2963 feet) lies to the right of the railway, 1 mile distant, and Bad Fideris (3465 feet), with its alkaline iron waters and a Curhaus, rather more than two miles from the station.

20.1 kmtrs. Arieschbach bridge

Post carriage between the station and Bad Fideris.

20.3 kmtrs. Landquart bridge

To the south the Girenspitz (7185 feet) and the Kistenstein (8137 feet) rise above the village. Immediately beyond Fideris the valley narrows down again to a magnificent, wooded, rocky gorge, at some parts of which the river had to be diverted to gain room for the railway line. To the left, high up on the precipice, is the hamlet of Putz, with the ruins of the old stronghold of Castels. To the right, above the mouth of the Arieschbach, the Strahlegg ruins. The view into the valley on the right, with the bridge, is very beautiful. On coming out of the gorge the railway again passes to the right bank of the Landquart. On the right the road crosses the river by means of a wooden bridge. Near the hamlet of Dalvazza the wild Schanielabach, over which the railway passes, flows out of the valley to the left.

21,2 kmtrs. Schanielabach bridge

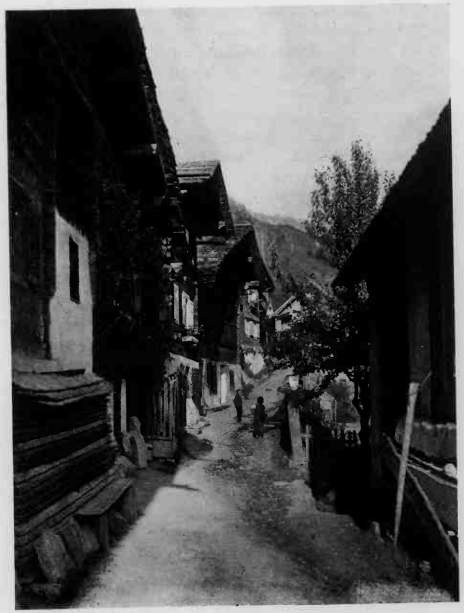
21.4 kmtrs.

Küblis

To Davos-Platz 29 kmtrs.

812.8 mtrs. Küblis, the most important village in the middle Prättigau, lies five minutes eastward from the station, at the entrance of the St. Antönien Valley and its two side-valleys of Partnun and Gafien.

Postal diligence from Dalvazza via *Küblis* to *Luzein, Pany, Gadenstätt, St. Antönien,* 7½ miles.



Phot. Wehrli Ltd., Kilchberg.

Village Street in Schmitten, near Grüsch (Prättigau)

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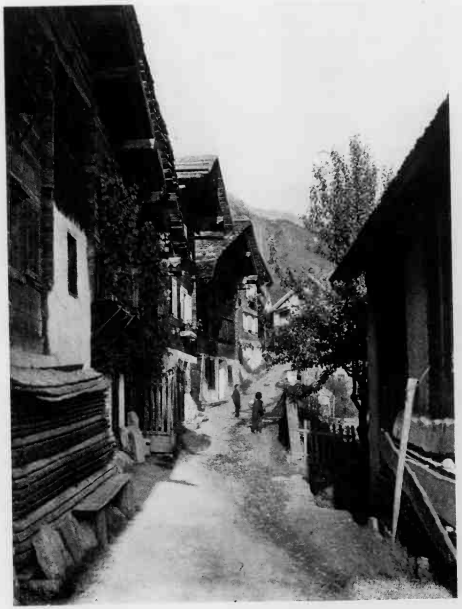


Phot. Wehrli Ltd., Kilchberg.

Village Street in Schmitten, near Grüsch (Prättigau)

23.4 kmtrs.
Truntobel viaduct

24.2 kmtrs.
Saas tunnel
88 mtrs.

24.5 kmtrs.
Trittobel bridge

Immediately beyond Küblis the railway, as well as the road, which up till now have followed the course of the Landquart, begin to mount more abruptly, and soon arrive at a considerable height above the bed of the valley. To the left rise the bare precipices of the Saas Calanda (8428 feet). High up to the right are seen the church and houses of the village of Conters, beautifully situated on undulating land, above which rises the summit of the Casanna (8405 feet). In the foreground emerges a part of the Silvrettagroup, together with several peaks situated in front of it; to the left the Canardhorn (8566 feet) and the Weisshorn (9295 feet); behind them one of the Verstankla peaks (9869 feet) and the Roggenhorn (9505 feet); in the background, to the right of the Weisshorn, the Plattenhörner (10587 feet); then, nearer to the right, the Lawinenzughorn (8110 feet) and the higher, elongated continuation of the same, the Gatschiefer (8770 feet).

On the mountain slopes to the left stands the characteristic white church tower of Saas, the style of which is reminiscent of the towers in the Engadine. To the right we get a succession of beautiful views across the valley, and of the streams running into it. The small ravines in the side of the valley are spanned by several bridges.

24.6 kmtrs.

Saas

To Davos-Platz 26 kmtrs.

938.4 mtrs.

From Saas station the pointed, snow-covered Piz Linard (11201 feet) is seen among the summits in the foreground, by the side of the Plattenhörner.

26.3 kmtrs.
Hexentobel bridge

After passing the first bridge beyond Saas one catches sight of the church tower at Klosters. Beneath us, to the right, and above the Landquart, we see the village Serneus. The Hexentobel and the Reutlandtobel, two ravines to the left, are crossed by fine viaducts.

26.5 kmtrs.
Reutlandtobel bridge

27.7 kmtrs.

Serneus-Mezzaselva

To Davos-Platz 23 kmtrs.

1031.5 mtrs.

To the right a carriage road leads down to the village of Serneus and to the Serneus Sulphur Baths, the latter in a quiet, sheltered situation close to the Landquart. To the left is the hamlet of Mezzaselva, visited as a small summer resort.

28 kmtrs.
Saaseralpbach bridge

29.5 kmtrs.
Grubenstutz bridge

Almost at the extreme end of the ridge running eastward from the Casannaspitz, can be seen in the distance (more distinctly with field-glasses) a curiously shaped rock called "Das Mannli". From a distance it resembles a man carrying a bundle of hay on his back, and is the subject of a local legend. Just beyond Serneus station is the viaduct over the Saaseralpbach which, coming from the gorge on the left, forms a roaring waterfall. The railway approaches it along a steep stone embankment high above the valley bottom. To the right, the Klosters Valley, of which a good view is now to be obtained, makes an extremely pretty picture. A viaduct spans the Schlappinbach, which flows out of the Schlappintal. Close to the railway, on the left, stands an old water-mill with its wheel.

30.5 kmtrs.
Schlappinbach bridge

30.7 kmtrs.

Klosters-Dörfli

To Davos-Platz 20 kmtrs.

1127.2 mtrs.

Klosters-Dörfli is frequented as a health-resort. Here the valley opens out. To the right there is a beautiful view down the Prättigau. In the foreground, by the side of the Gatschiefer, appears the glittering, snowclad Pischahorn (9784 feet) and, to the left of the Canard, a part of the Silvretta Glacier. We travel in a wide curve, across a grassy plain dotted with houses, towards Klosters station. Conspicuous is the extraordinarily long stone-built canal, which, for the purpose of preventing the washing down of mud and stones, carries off the waters from the heights on the left in a straight line down to the Landquart.

32.6 kmtrs.

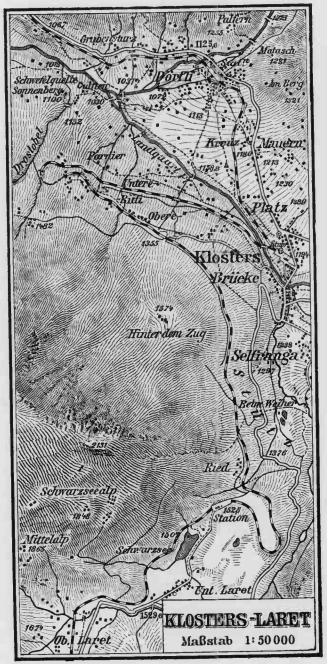
Klosters

1193.7 mtrs.

To Davos-Platz 18 kmtrs.

Restaurant at the station.

Klosters includes Klosters-Platz, Klosters-Dörfli and Serneus (see page 33), and is well known as a summer and winter resort and as the starting-point for mountain tours in the Silvretta group. It enjoys a mild climate, sheltered situation, and freedom from dust. It is also of importance as an intermediate station for Davos and the Engadine.



Phot. Chr. Meisser, Zurich.

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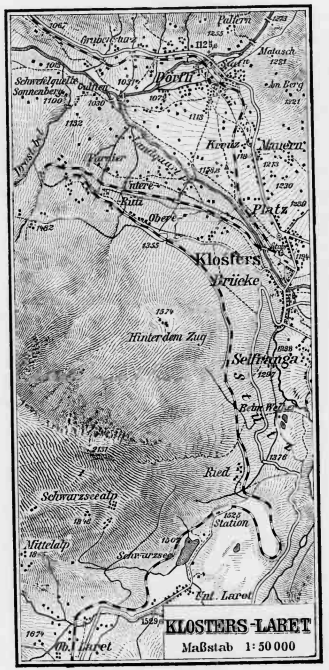

Phot. Chr. Meisser, Zurich.

Klosters

32.8 kmtrs. Landquart bridge 100 mtrs.

33.8 kmtrs. Wassertobel viaduct

35.2 kmtrs. Cavadürli Spiral tunnel 334 mtrs.

38.1 kmtrs. Kohlries viaduct

Official Inquiry Office.

The view from the station is magnificent. Up the valley a part of the Silvretta Glacier is visible, in front of which stands the Canardhorn (8566 feet) and the Weisshorn (9295 feet), to the right of it the Gatschiefer (8770 feet) and the Hörnli (8163 feet), to the left, forming the boundary of the Schlappintal, the Älpeltispitz (8826 feet); further back the Schlappinerjoch, leading to the Vorarlberg, behind it the Madrisahorn (9285 feet) with the St. Jacobshorn (8343 feet) and the Bernethorn (7812 feet). The view down the Prättigau Valley is very charming.

Klosters is the principal station on this section. After the engine has been turned, the train crosses to the southern (left) side of the Landquart by an iron bridge and proceeds first of all in the opposite direction (i. e., towards the lower end of the valley, but nevertheless with a continual ascent up the mountain-side of 45 ‰ gradient). In order to reach the high-lying pass between Klosters and Davos, the railway has to make a great sweep. The old post road, however, leads fairly straight up to the pass, which opens out towards Davos and cannot at once be seen from Klosters, because only the Landquart valley in the direction of the Sardasca Valley seems to afford a way. On this part of the journey there is truly splendid scenery. The line proceeds among the mighty pines and beeches of the Rütiwald as far as the Drostobel. The view to the right embraces that part of the Prättigau shortly before traversed, with the Madrisahorn and Saaser Calanda rising continually higher above it, and is well worth attention. To the left again are seen the Piz Vilan and the Falkniskette, as well as, to the extreme left, the Furnaberg, above Schiers. In a gap between them rises a part of the Churfirsten. The railway turns back again by means of the Cavadürli

spiral tunnel, and mounts in a south-easterly direction through the Zugwald up to the Klosters Stütz. The view is now on the left hand side. Almost the whole length of the Sardasca valley, with the Silvretta Glacier above it, is now visible. Upon the opposite side of the valley, to the left of the Schlappiner Joch, the Madrisahorn and the Bernethorn (7812 feet) are again to be seen; to the right of them the Aelpeltispitz (8826 feet), the Schilt (9482 feet), the three-pointed Fergenhorn (9410 feet) and the Sonnenrück (9318 feet). Especially fascinating from this point, however, is the view of the glacier-decked Silvretta group, the summits of which, as seen from left to right in the space between the Sonnenrück and the Canardhorn (to the right), are named Schattenspitz, Rotfluh, Silvrettahorn (10656 feet), Eggh orn, Signalhorn (10521 feet) and Piz Buin (10916 feet), the latter rising above the level of the glacier. In the bed of the valley lies the hamlet of Mombiel. At the Kohlries viaduct the line again passes above Klosters, but at a considerable height. We look down upon the valley with the Laret stream, upon Klosters and the hamlets belonging to it, Selfranga and Auje. Above the clearing in the wood at Riedloch the line again makes a short turn and then enters Laret station. Shortly before, to the left, opens out the Mönchalptal, above which the Pischahorn (9784 feet) appears.

40.8 kmtrs.

Laret

To Davos-Platz 10 kmtrs.

1524.8 mtrs.

42.8 kmtrs. Stützbach bridge

The village of Laret, which belongs to the Davos district, lies in idyllic surroundings close to the little lake (Schwarzsee) which is to be seen to the left a little below the railway. The country here bears a strongly marked high-alpine character. The beeches in the valley near Klosters have given place to tall pines and larches. Below the Schwarzsee is seen the village of Lower Laret with the typical forest

houses "Schwarzsee" and "Waldhaus". To the right of the Mönchalptal stands the Hörnli (8032 feet) and the Seehorn (7356 feet). The line now turns round into the small circular valley of Upper Laret, where there is always a great abundance of snow in winter. To the right is the alpine pasture of Parsenn, a much frequented ski-ing district, with Club Hut, and the barren Todtalp (8320 feet).

43.5 kmtrs.

Wolfgang

To Davos-Platz 7 kmtrs.

1633.3 mtrs. At Wolfgang the railway reaches its highest point. The railway now descends again steadily, the gradient being 20—25 ‰, and passes through the Höhwald, a wood of larches and cembra-pines. Soon after leaving Wolfgang, there is a view of the Davos Lake through the trees to the right, and shortly the whole valley opens out, with Piz Michèl (10,377 feet) and the Tinzenhorn (10,430 feet) at its end. The view is extremely attractive. To the right tower up the Salezerhorn (8333 feet) and the grey limestone precipice of the Schiahorn (8901 feet); to the left the Seehorn. The train now approaches the Lake of Davos, along the east shore of which the railway runs, first high above the level of the water, then gradually descending towards it. To the right, just above the lake, is the German Sanatorium. Shortly before Davos-Dorf is reached, we see on the left the entrance to the Flüela valley, pass route to the Engadine. Our view of the valley is closed by the Weisshorn (10,131 feet). The wider parallel valley a little further on is the Dischmatal, with the beautiful, glacier-decked Piz Vadret (10,584 feet), the Scaletta Glacier, and the Schwarzhorn (10,335 feet) to the left.

47.3 kmtrs.

Davos-Dorf

To Davos-Platz 3 kmtrs.

1562.9 mtrs. Davos-Dorf, at the foot of the Schiahorn (8898 feet), close to the lake, is, like Davos-Platz, a largely frequented health-resort and winter sport centre.

Phot. Wehrli Ltd., Kilchberg.

Davos

houses "Schwarzsee" and "Waldhaus". To the right of the Mönchalptal stands the Hörnli (8032 feet) and the Seehorn (7356 feet). The line now turns round into the small circular valley of Upper Laret, where there is always a great abundance of snow in winter. To the right is the alpine pasture of Parsenn, a much frequented ski-ing district, with Club Hut, and the barren Todtalp (8320 feet).

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Phot. Wehrli Ltd., Kilchberg.

Davos

Postal diligence connection over the Flüela Pass to the Engadine, (see Davos-Platz).

The railway continues along the right side of the embanked Landwasser to Davos-Platz, the slender, lofty church steeple of which appears amidst numerous imposing buildings.

50 kmtrs.

Davos-Platz

1543.5 mtrs.

To Filisur 20 kmtrs.
» St. Moritz and Pontresina 58 »

For information about Davos-Platz as a world-renowned health and winter sport resort, the reader is referred to the various guide-books, etc. The visitor is struck at once with the situation of the place. From the station itself a circle of mountain peaks is visible. Away down the Landwasser Valley, in front of the already mentioned summits of Piz Michèl and the Tinzenhorn, we see the Muchetta near Filisur (8616 feet). On the eastern (left) side of the valley are the Jacobshorn (8511 feet), the Jatzhorn (8803 feet), and the Seehorn (7356 feet) with the Hörnli (8032 feet) rising above it. On the western side we see the Alteingrat (7809 feet), the Kummerhubel (8527 feet), the Küpfenfluh (8645 feet), the two Schiahorns (8898 feet) and the Dorfberg or Salezerhorn (8333 feet).

The Offial Inquiry Office and the office of the Kurverein, 23, The Promenade.

Postal diligence routes: Via Davos-Dorf to the Flüela-Hospice, Süs (branch to Samaden 21 miles, see page 82) Lavin, Giarsun (connection to Guarda 1.5 miles) Ardez (connection to Fetan 3.9 miles), Tarasp (Vulpera), Schuls 31.3 miles, with connection to Sent and Val Sinestra 2 miles; Strada, Martinsbruck, Nauders (Mals, Meran) Pfunds. Landeck 43.3 miles.

To Clavadel nearly 2 miles, and from here carriage road to Sertig-Dörfli.

Funicular railway to the Schatzalp (6116 feet).

50.6 kmtrs.
Landwasser bridge

Davos is the natural terminus of the line from Landquart. The continuation to Filisur represents the indispensable connecting link between it and

52.8 kmtrs.
Landwasser bridge

the Albula line, and at the same time is the shortest connection from Davos and the Prättigau to the Engadine.

The line from Davos to Filisur is constructed entirely along the valley of the Landwasser and is distinguished by striking changes in the scenery. Shortly after leaving Davos the railway crosses the Landwasser by an arched stone bridge and proceeds along an embankment close to the left bank of the river, regaining the right bank by an iron bridge just before reaching Frauenkirch.

53.3 kmtrs.

Frauenkirch

From Davos-Platz 4 kmtrs. To Filisur 16 kmtrs.

1508.1 mtrs.

The pretty village is situated at the foot of the Kummerhubel (8527 feet) and opposite the entrance to the Sertig valley, in which is visible Bad Clavadel. This lies at a considerable height above the valley, overshadowed by the Jacobshorn (8511 feet) and Jatzhorn (8803 feet). Frauenkirch is also frequented as a summer resort.

55.4 kmtrs.
Landwasser bridge

The Alpine huts, many of which are scattered about the surrounding heights, impart a particularly pleasant appearance to the landscape. On the right, above the Kummatal through which passes the path from Frauenkirch over the Mayenfelder Furka (8022 feet) to Arosa, is visible the deeply-scored peak of the Furkahorn (8950 feet).

56.3 kmtrs.

Glaris

From Davos-Platz 7 kmtrs. To Filisur 13 kmtrs.

1457.5 mtrs.

Glaris with its old wooden-roofed church is a not unimportant village. A little above the station the railway passes through the pleasantly situated and sheltered Spinabad, which is also in request as a climatic health-resort on account of its sulphur springs.

56.6 kmtrs.
Bridge over the Landwasser

57 kmtrs.
Rieberbach bridge

57,1 kmtrs.
Leidbach bridge

58.1 kmtrs.
Tavernazug tunnel
318 mtrs.

Post carriage to Monstein 3.6 kmtrs.

From here the valley, which hitherto has been generally broad, contracts and descends gradually.

59.1 kmtrs.
Rutschtobel tunnel
200 mtrs.

Both the tunnels here were constructed chiefly on account of the heavy avalanches which frequently come down in the spring.

60.1 kmtrs.

Schmelzboden-Monstein

1350.1 mtrs.

From Davos-Platz 11 kmtrs. To Filisur 10 kmtrs.

60.4 kmtrs.
Monsteinerbach bridge

The house which, together with an inn, is situated here in the gorge of the Landwasser not far from the railway is called Schmelzboden and belongs to the Commune of Monstein. It is an old smelting-house and in 1848 was the last of the mines on the Silberberg from which lead ore was extracted. Monstein itself lies at a height of 5328 feet in a sunny place on the right hand slope of the Monstein valley.

60.7 kmtrs.
Viaduct 66 mtrs.
11 mtrs. high

69.8 kmtrs.
Eistöbeli tunnel
241 mtrs.

61,5 kmtrs.
Silberberg tunnel
964 mtrs.

62 1 kmtrs.
Brombenz tunnel I
113 mtrs.

62.2 kmtrs.
Brombenz viaduct over the Landwasser and the road
23 mtrs. high
45 mtrs.

62.4 kmtrs.
Brombenz tunnel II
232 mtrs.

Here commences the most interesting part of the stretch of line which runs through the Züge, as the gorge to which the valley contracts is called. The Züge holds its own in point of wild romantic beauty with the most renowned natural features of Graubünden. The road which runs along it was formerly used by the post and is one of the most beautiful of its kind. Even now that the post traffic is taken over by the Rhaetian Railway the road is not likely to be deserted as it will always attract the lover of Nature; especially as, owing to the many ravines and rocky spurs which intersect the ground, the railway had to be, for the most part, carried through tunnels. Nevertheless, the journey by train is of great charm. Between the various tunnels surprisingly fine views present themselves of the gorge and the Landwasser roaring in the depths below.

63.3 kmtrs.
Bärentritt tunnel
968 mtrs.

63.8 kmtrs.
Brückentobel bridge

64 kmtrs.
Wiesen tunnel I
450 mtrs.

64.2 kmtrs.
Trögjeschlucht bridge

There is a specially interesting place near Brombenz where the railway line crosses both Landwasser and road on an immense viaduct to disappear again immediately into the rocks on the right bank. The following tunnels to the station of Wiesen are sepa-

Phot. Chr. Meisser, Zurich.

Wiesen

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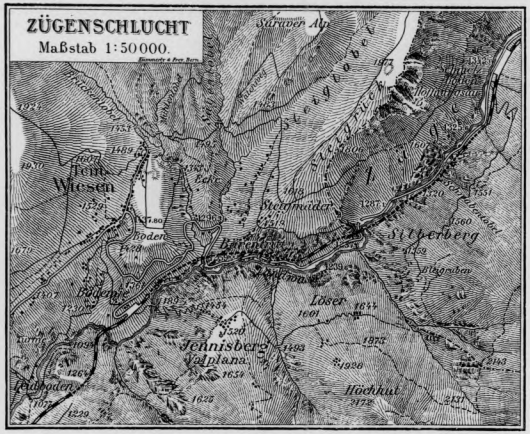
Phot. Chr. Meisser, Zurich.

Wiesen



64.3 kmtrs.
Wiesen tunnel II
96 mtrs.

rated from each other only by a short bridge. What an enormous amount of human labour has been expended on the construction of these tunnels, which are passed through so easily in commodious carriages!

64.6 kmtrs.

Wiesen

1200 mtrs.

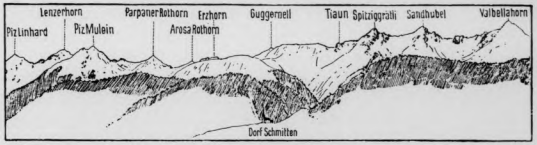
From Davos-Platz 15 kmtrs. To Filisur 5 kmtrs.

64.9 kmtrs.
Wiesen viaduct over the Landwasser
88 mtrs. high
210 mtrs.

The splendidly situated health-resort of Wiesen lies in a sunny and sheltered situation at a considerable height above the railway, from which it is not visible. It is connected with the station by a new carriage-road built by the Rhaetian Railway. A second road proceeds across a stone bridge (262 feet high) visible on the left hand, to the village of Jennisberg (4771 feet high).

65.4 kmtrs.
Mädje tunnel
250 mtrs.

Post carriage to the village of Wiesen 3.2 kmtrs.



Sandhubel Chain towards the Greifenstein spiral tunnel, above Filisur

66.5 kmtrs.
Cavia tunnel I
24 mtrs.

66.6 kmtrs.
Cavia viaduct
23 mtrs. high
137 mtrs.

66.8 kmtrs.
Cavia tunnel II
66 kmtrs.

67.0 kmtrs.
Schönboden tunnel
235 mtrs.

67.4 kmtrs.
Buel tunnel
52 mtrs.

67.45 kmtrs.
Pflanzgarten bridges
I. 29 mtrs. high
30 mtrs.
II. 31 mtrs. high
16 mtrs.

The station of Wiesen lies in a magnificent large rocky hollow, to which an effective background is formed by the Muttnergrat and Piz Curvèr (9761 feet). Directly after leaving the station the railway crosses to the left bank by means of the Wiesen viaduct. This immense bridge, which is one of the largest stone bridges in Europe, carries the line at a height of 289 feet above the foaming river. If, even with this altitude, it is some three feet less in height than the Solis bridge over the Albula (see page 61), nevertheless it far surpasses this latter both in its length of 689 feet and in the measurements of its central arch, which has a clear span of 180 feet. Built of squared stone, this enormous arch stretches lightly and almost gracefully across the yawning gorge. Unlike the round arches of the Solis viaduct, which rest upon abutments in the rocks, it is supported by lofty piers of built up masonry and is continued towards Wiesen by four, towards Filisur by two, more arches each of 65 feet span. The structure itself fits in so excellently with its natural surroundings, which have supplied the material for it, as to become part of them; so that the swift passage over the bridge is able to call up scarcely any other impression than that of its tremendous height.

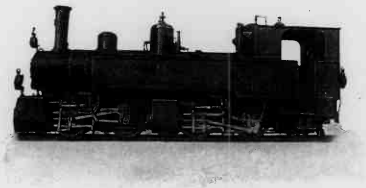
The valley here again becomes broader and less wild, it has extensive woods as well as meadows dotted with Alpine huts. Looking backwards, on the

right appears the pleasant village of Wiesen on an elevated green terrace. Looking forward is visible on the right the Spitziggrätli (8786 feet) showing above the Tieftobel, while down the valley flashes up the snow-covered Piz Beverin (9849 feet). The pointed church tower of the village of Schmitten (4278 feet) appears above the slopes on the right, then a short glimpse of the Landwasser viaduct can be snatched, and suddenly the whole of the Albula valley opens out. Along this valley the greater part of the route of the Albula Railway coming from Thusis can be followed until it forms a junction with the Davos line at Filisur.

69.3 kmtrs.

Filisur See page 69.

1083.5 mtrs.



Duplex compound tank-engine, Mallet system, with four coupled axles $^{5}/_{5}+^{5}/_{5}$.

Phot. Chr. Meisser, Zurich.

Filisur

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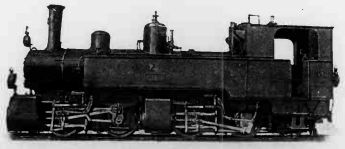

Duplex compound tank-engine, Mallet system, with four coupled axles $^2/_2+^2/_3$.

Phot. Chr. Meisser, Zurich.

Filisur

Landquart to Chur, Thusis, St. Moritz and Pontresina.

The journey from Landquart to Chur lasts from 26 to 30 minutes; from Chur to Thusis, for ordinary trains, about 1 hour, for fast trains 50 to 55 minutes; to St. Moritz, for ordinary trains about 4 1/4 hours, for fast trains 3 to 3 1/2 hours.

The speed of the trains between Landquart and Thusis is from 36 to 40 kmtrs. an hour, average and highest speed respectively. From Thusis to Filisur the trains travel at the rate of 30 to 40 kmtrs. an hour (downhill 37 to 40 kmtrs.); from Filisur to Preda 20 to 30 kmtrs. (downhill 26 to 30 kmtrs.); in the Albula tunnel 36 to 40 kmtrs.; and from Spinas to St. Moritz 28 to 30 kmtrs.

Landquart (see page 25).

526.7 mtrs. The train proceeds along the fruitful Rhine Valley, which from this point, where the Landquart flows into the Rhine, as far as Chur, bears the name of V Dörfer (5 villages). It is enclosed by the Calanda massive on the west, and the spurs of the Hochwang chain on the east. The line recedes from that of the Federal Railway and climbs towards the village of Igis, hidden among orchards. To the left is the Plantahof, the Cantonal School of Agriculture. Shortly before reaching Igis station the important Landquart Paper Mills and, somewhat higher up, Marschlins Castle, with some still well preserved rooms dating from the middle ages (lately restored throughout).

2.2 kmtrs.

Igis

To Chur 12 kmtrs.

526.3 mtrs. The line again approaches that of the Federal Railway and runs alongside it for a short distance. The two little churches on the steep mountain slope on the other side of the Rhine belong to the Catholic-Protestant parish of Mastrils.

4 kmtrs.

Zizers

To Chur 10 kmtrs.

534 mtrs. Zizers, a large, pleasant village, with Falkenstein Castle and ruins, is the chief place in the V Dörfer district. The recently restored castle in the village now serves as a Home for aged Roman Catholic priests.

5.3 kmtrs. Bridge over the Federal Ry.

The station of the Federal Railway lies to the south of that of the Rhaetian Railway. The Federal Railway is now crossed by an iron bridge, and from here to Chur our line continues to run parallel with it on the side nearest the Rhine.

5.8 kmtrs.

Untervaz

To Chur 8 kmtrs.

539.9 mtrs. The village of Untervaz lies on the other side of the Rhine at the foot of the Calanda. Here is the entrance to the wildly romantic Cosenz or Rappen Tobel, in which a mountain path leads to the strange castle ruins called the Rappenstein or Gipsschlössli.

Upon a hillock on the other side of the Rhine are the ruins of the Neuenburg (castle).

7.2 kmtrs.

Trimmis

To Chur 7 kmtrs.

544.6 mtrs. Behind Trimmis to the left are the ruins of the stronghold of Ober-Ruchenberg in the Scalära-Tobel.

9.1 kmtrs. Maschänser "Rüfe" bridge

11 kmtrs.

Haldenstein

To Chur 3 kmtrs.

565.7 mtrs. Haldenstein is picturesquely situated on the opposite bank of the Rhine. The Castle of the Counts von Salis, surrounded by a wall, attracts the attention of the spectator. Above the village lie the Haldenstein and Lichtenstein ruins.

The cloister-like little church and the houses on the left belong to the hamlet of Masans, which forms part of Chur. Farther along, on the same side, at the foot of the Montalin (7435 feet), is the Lürlibad, which also belongs to Chur. On the edge of the wood is the Waldhaus Cantonal Lunatic Asylum and Hospital.

3.7 kmtrs.

Chur

587.5 mtrs.

14 kmtrs.	from	Landquart.	To	Reichenau-Tamins	10 kmtrs.
64 »	»	Davos-Platz.	»	Ilanz	30 »
			»	Thusis	28 »
			»	St. Moritz and Pontresina	90 »

1st—2nd, and 3rd class restaurant in the F. R. station.

14.6 kmtrs. Plessur bridge

Chur, the capital of the Canton of the Grisons, terminus of the Federal Railway, and the central station of the Rhaetian Railway system, lies on the Plessur, 2 kmtrs. from its mouth, in a splendid, extremely well sheltered recess of the broad valley of the Rhine. To the east the Montafin (7435 feet) mounts steeply upwards, the lower declivity of which, the Mittenberg, is immediately behind the town. To the south is the thickly wooded Pizokelberg (4393 feet). Between these two, one sees, looking from the station towards the south-east, the Rabiusa and the Plessur gorges. In the west towers the massive Calanda (9213 feet), whilst beyond, and further above the valley of the «Vorder-Rhine», a splendid circle of mountains, including the Piz Mundaun (6782 feet), is visible. In the north we see the imposing Falknis (8419 feet) and the bulwark of the mostly snow-clad Scesaplana (9741 feet). On the sunny slopes of this valley thrive splendid wine-producing vineyards. The mild climate, which Chur owes to its position, makes it especially suitable as a spring and autumn resort, as well as an intermediate station for the higher Alpine health-resorts. Its wealth of historic monuments, and many antiquities well worth seeing, make Chur, the ancient Curia Rhaetorum of the Romans, a place of great interest.

Postal diligence connections: Through the Schanfigg to Maladers, Castiel, St. Peter, Langwies, Rüti, Arosa (Maran), Inner Arosa, 19 miles.

To Malix, Churwalden, Parpan, Lenzerheidsee, Lenzerheide, Lenz, Tiefenkastel (see page 66), 18 miles.

To Araschgen, Passug (Ausser and Inner), Praden, Tschiertschen, 8 1/2 miles.

Phot. Chr. Meisser, Zurich.

Chur

3.7 kmtrs.

Chur

587.5 mtrs.

14 kmtrs. from	Landquart.	To Reichenau-Tamins	10 kmtrs.
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14.6 kmtrs.
Plessur bridge

Chur, the capital of the Canton of the Grisons, terminus of the Federal Railway, and the central station of the Rhaetian Railway system, lies on the Plessur, 2 kmtrs. from its mouth, in a splendid, extremely well sheltered recess of the broad valley of the Rhine. To the east the Montafin (7435 feet) mounts steeply upwards, the lower declivity of which, the Mittenberg, is immediately behind the town. To the south is the thickly wooded Pizokelberg (4393 feet). Between these two, one sees, looking from the station towards the south-east, the Rabiusa and the Plessur gorges. In the west towers the massive Calanda (9213 feet), whilst beyond, and further above the valley of the «Vorder-Rhine», a splendid circle of mountains, including the Piz Mundaun (6782 feet), is visible. In the north we see the imposing Falknis (8419 feet) and the bulwark of the mostly snow-clad Scesaplana (9741 feet). On the sunny slopes of this valley thrive splendid wine-producing vineyards. The mild climate, which Chur owes to its position, makes it especially suitable as a spring and autumn resort, as well as an intermediate station for the higher Alpine health-resorts. Its wealth of historic monuments, and many antiquities well worth seeing, make Chur, the ancient Curia Rhaetorum of the Romans, a place of great interest.

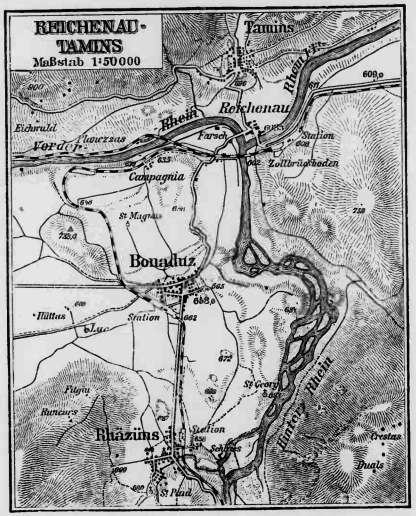
Postal diligence connections: Through the Schanfigg to Maladers, Castiel, St. Peter, Langwies, Rüti, Arosa (Maran), Inner Arosa, 19 miles.

To Malix, Churwalden, Parpan, Lenzerheidsee, Lenzerheide, Lenz, Tiefenkastel (see page 66), 18 miles.

To Araschgen, Passug (Ausser and Inner), Praden, Tschiertschen, 8 ½ miles.

Phot. Chr. Meisser, Zurich.

Chur



Official Inquiry Office (Central Office of the United Public Interests Associations of the Canton of the Grisons), Grabenstrasse, near the Fontana monument.

After leaving Chur station the Railway crosses the Plessur and travels up the broad, open Rhine Valley. Near Felsberg station it approaches the Rhine.

17.7 kmtrs.

Felsberg

572.5 mtrs.

From Chur 5 kmtrs. To Reichenau-Tamins 6 kmtrs.

The village of Felsberg, where there was a landslip in 1843, lies on the opposite side of the Rhine, at the foot of the Calanda. It is continually threatened by falling rocks.

Farther on, in the bed of the valley, the peculiar dome-shaped hillocks, thought to be terminal moraines of the great Rhine glacier that once covered this region, are conspicuous. They are sometimes crowned with chapels and country-houses, adding a most peculiar effect to the scenery.

20.2 kmtrs.

Ems

584.4 mtrs.

From Chur 7 kmtrs. To Reichenau-Tamins 4 kmtrs.

Ems is a large village, with old church and chapel, on two moraine-hillocks.

In the background, up the valley, the mountains of the Grisons Oberland, the Signina group and the Briegelser Hörner (10,663 feet), are visible.

23.6 kmtrs.

Reichenau-Tamins

607.5 mtrs.

From Chur 10 kmtrs.

To Thusis 18 kmtrs.
» St. Moritz and Pontresina 80 »
» Ilanz 20 »

Buffet at station.

24 kmtrs.
Hinter-Rhine bridge 152 mtrs.

The village of Reichenau is charmingly situated at the confluence of the Upper and the Lower Rhine, while Tamins lies on the left bank of this river about 10 minutes walk higher up.

Here the Rhaetian Railway branches off to Ilanz and the Grisons Oberland (see page 93).

Postal diligence to Tamins, Trins, Trinsermühle, Flims (connection to Ilanz, see page 96) and to Waldhaus, near Flims, 8½ miles.

From the bridge across the Hinter-Rhine, a little way beyond Reichenau station, a splendid view may be obtained, on the right, of the confluence of the Vorder-Rhine and Hinter-Rhine, as well as of Reichenau Castle, which stands on a high rock.

The railway now ascends in a broad sweep to the west, and for a considerable time enables us to see on the right the line to Ilanz. It then turns southward through a cutting. The gradient is 25‰ until the level of the high plain by Bonaduz is reached.

27.4 kmtrs.

Bonaduz

662.1 mtrs.

From Chur 14 kmtrs.
» Reichenau-Tamins 4 »

To Thusis 14 kmtrs.
» St. Moritz and Pontresina 76 »

The prosperous village of Bonaduz was almost destroyed by an outbreak of fire on the 11th of

The Domleschg from Rothenbrunnen-Cazis.

July 1908, scarcely a single house being spared. The practical help of the Swiss people immediately seized upon the occasion, and not only aided the first pressing wants of the inhabitants but also provided the means for the rebuilding of the place. Nevertheless, the consequences of the destructive fire are not yet entirely eradicated; the traveller can perceive, from the numerous new buildings, the alterations which have taken place in the village. Its complete restoration to its former flourishing condition is to be hoped for.

The terrace-formed country around Bonaduz and Rhäzüns, with its chapel-crowned hills and its magnificent circle of mountains, is of great scenic beauty. Southwards, in the background, may be seen Piz Curvèr (9764 feet), to the north-west the Vorab (9941 feet), near Ilanz, and the Flimserstein (8845 feet), at the foot of which the houses of Fidaz, near Flims, are visible. To the left, on a forest-wreathed hill above the Hinter-Rhine, is the picturesque St. George's Chapel, celebrated on account of its mediæval mural paintings. A little further along, on the same side, towers up the imposing and picturesque Castle of Rhäzüns.

28.7 kmtrs.

Rhäzüns

657.6 mtrs.

From Chur 15 kmtrs. To Thusis 13 kmtrs.
» Reichenau-Tamins 6 » » St. Moritz and Pontresina 75 »

The valley contracts here to a narrow gorge, through which the Rhine flows, and through which

Phot. Chr. Meisser, Zurich.

Ortenstein Castle

The Domleschg from Rothenbrunnen-Cazis.

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Phot. Chr. Meisser, Zurich.

Ortenstein Castle

also the railway passes over a specially built-up bed, in order to enter the fruitful valley of the Domleschg, with its numerous castles. To the right rises the far-stretching Heinzenberg, while to the left we see the Rhine, the valley and the slopes of the Domleschg. Looking back to the left, we obtain an excellent view of the Ringelspitze (10,666 feet), which remains visible for a long time. High above the valley at the foot of the Dreibündenstein (7139 feet) is the village of Feldis. Upon a sharp, rent, pillar-like rock on the other side of the Rhine are the ruins of Nieder-Juvalta.

32.8 kmtrs.

Rothenbrunnen

625 mtrs.

From Chur 20 kmtrs. » From Reichen.-Tamins 10 »

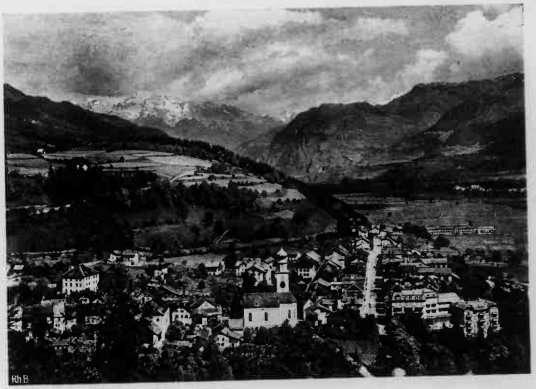
To Thusis 9 kmtrs. » St. Moritz and Pontresina 71 »

Rothenbrunnen is a health-resort with alkaline-iodine iron spring, and enjoys a well-earned reputation among physicians and the public as a "childrens' spa".

Postal diligence connection on the right bank of the Rhine to Tomils, Ortenstein, Rodels and Rodels-Realta station (see page 58) 4 1/2 miles. Via Tomils to Scheid, Feldis 7 3/4 miles (suspended in winter).

From Rothenbrunnen station can be seen to the left the Faulenberg (8284 feet), the Stätzerhorn (8462 feet) — called the Rigi of the Grisons, — and Piz Danis (8228 feet). On the opposite bank of the Rhine the ruins of Ober-Juvalta Castle are visible; a little further on, Ortenstein Castle (well preserved) and St. Lorenz Church on rocky hills. Farther on, by Paspels, are the ruins of Old Sins and New Sins or Canova. The railway runs along the Rhine embankment, the river having here been artificially straightened.

On the opposite bank one sees Rodels and, above it, Rietberg Castle, which is known to readers of Conrad Ferdinand Meyer's "Jürg Jenatsch". On the slopes of the Heinzenberg, to the right, are the villages of Rätisch, Luvreu, Präz, Dalin, and Sarn.



Phot. Wehrli Ltd., Kilchberg.

Thusis

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Phot. Wehrli Ltd., Kilchberg.

Thusis

36.6 kmtrs.

Rodels-Realta

643 mtrs.

From Chur 23 » | To Thusis 5 kmtrs.
From Reichenau-Tamins 14 kmtrs. | » St. Moritz and Pontresina 67 »

Post connection to Rothenbrunnen (see above) and along the right bank of the Rhine to Fürstenau, Sils in the Domleschg, (see page 62), $3^{3}/_{8}$ miles.

From the station a bridge 197 feet long leads across the Rhine to the villages of Rodels (Voneschen), Fürstenau, with dominating castle of the same name, and Scharans.

The journey continues through the formerly flooded lands of the Hinter-Rhine, which are gradually being regained for cultivation by systematically carried-out correction of the river and the application of fertile mud brought from the wild Nolla, $2^{1}/_{2}$ miles distant. To the right, on the road, is the large Cantonal Reformatory of Realta.

38.5 kmtrs.

Cazis

660.9 mtrs.

From Chur 25 kmtrs. | To Thusis 5 kmtrs.
» Reichenau-Tamins 15 kmtrs. | » St. Moritz and Pontresina 65 »

Postal diligence to Sarn and Präz on the Heinzenberg, 5 miles

Shortly before Cazis there opens out on the east (to the left) a particularly fine unobstructed view of the broad valley with its castles and strongholds and its villages adorned with orchards. To the south, the direction in which we are travelling, is the Schyn Gorge (into which the train enters later on), dominated by Piz Michèl (10,378 feet). To the right, southwards, is the snow clad Piz Beverin (9849 feet), and northwards the Ringelspitz (10,666 feet) and the Trinserhorn (9934 feet).

In front of Thusis, high up on the right, the hamlet of Masein with Tagstein Castle; to the left the ruins of Ehrenfels and the romantic stronghold of Hohen-Rhätien (see page 60).

On the left is a large calcium-carbide factory, which obtains its water-power of 5000 HP. from the Via Mala by a main 7218 feet long.

Phot. Chr. Meisser, Zurich.

The Campi Ruins

36.6 kmtrs.

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Phot. Chr. Meisser, Zurich.

The Campi Ruins

41.2 kmtrs.

Thusis

700.5 mtrs.

From Chur 28 kmtrs.
» Reichenau-Tamins 18 kmtrs.

To St. Moritz and Pontresina 62 kmtrs.

Station Restaurant.

41.6 kmtrs.
Hinterrhein bridge
238 mtrs.

The market-town of Thusis, with 1280 inhabitants, altitude 2369 feet, is situated above the railway in a sheltered valley hemmed in on all sides by high mountains. It is frequented both as a summer resort and as an intermediate station for the Alpine health-resorts of the canton, as well as starting-point for the celebrated Via Mala ravine, at the entrance of which it is situated.

The Castle of Hohen-Rhätien or Hoch-Realta crowns the rock which forms the entrance to the Via Mala, at a height of 807 feet above the river. Among the ruins is the Chapel of St. Johann (now also itself in ruins), the oldest church in the valley.

Postal diligences: Through the Via Mala to Rongellen, Zillis, Andeer, (connection with Outer and Inner Ferrera, Campsut, Cröt, Avers-Cresta, 13 1/8 miles), to Bärenburg, Sufers, Splügen (connection with S. Bernardino, Mesocco, 25 7/10 miles), to Chiavenna 41 3/4 miles. To Flerden, Urmein, Upper- and Lower-Tschappina, 6 miles.

Beyond Thusis the line becomes a true mountain railway. It first of all makes a wide sweep, from which, and this time from a greater height, we have once more a splendid view of the Domleschg, together with the Ringelspitze, the Flimserstein and a part of the Segnes group in the background. The Rhine is now crossed — below where the Nolla (see above) flows into it — by means of an iron bridge 262 feet long and 79 feet above the river. In addition to the iron structure itself, there are stone arches which bring the total length of the bridge up to 781 feet. To the right one catches a momentary glimpse of the Rhine as it leaves the Via Mala. The view looking back on Thusis, the Beverin group and the Heinzenberg, is splendid. Further off, on

Phot. Chr. Meisser, Zurich.

Solis bridge

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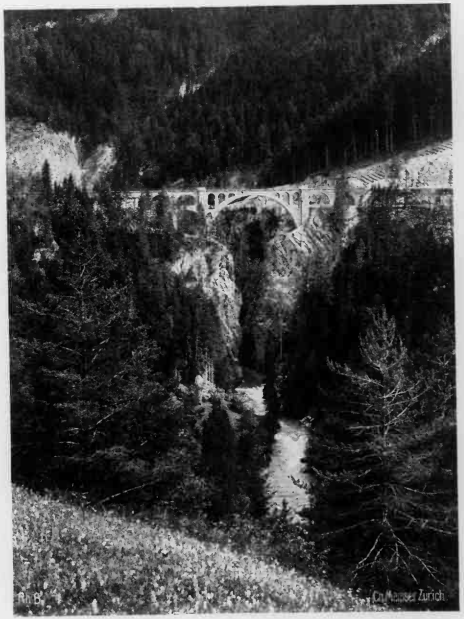
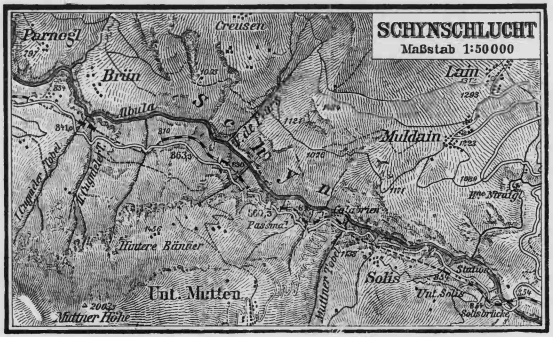


Phot. Chr. Meisser, Zurich.

Solis bridge



the forest-clad mountain slope, is the stronghold of Ehrenfels. The steepest gradient from here to Filisur is 25 ‰.

41.3 kmtrs.

Sils in Domleschg

738.5 mtrs.

From Chur 30 kmtrs. To St. Moritz and
» Thusis 2 » Pontresina 60 kmtrs.

Postal diligence to Rodels-Realta (see page 58).

44.2 kmtrs. Campell tunnel 32 mtrs.

44.4 kmtrs. Campi tunnel 218 mtrs.

44.8 kmtrs. Runplanas tunnel 502 mtrs.

45.4 kmtrs. Cugniel tunnel 39 mtrs.

45.5 kmtrs. Versasca tunnel 694 mtrs.

46.7 kmtrs. Pflanzgarten tunnel I 39 mtrs.

46.9 kmtrs. Pflanzgarten tunnel II 98 mtrs.

Bendertobel bridge 57 mtrs

47.1 kmtrs. Passmal tunnel 421 mtrs.

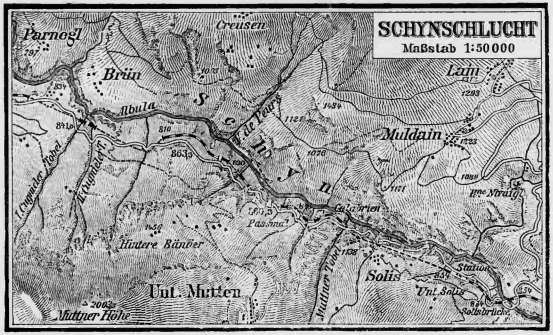
By Sils, which lies to the left, a little below the railway, there stands on a hill the ancient grey Chapel of St. Cassian with the village cemetery. On the Albula is Baldenstein Castle, and, a little further away, on the Rhine, Fürstenau Castle.

A great hydraulic power station (estimated at 20,000 HP.) is being constructed on the Albula for the town of Zürich.

Here the line enters the Schyn Gorge, and to the left affords interesting glimpses of the Albula flowing far below. At the entrance of the Schyn Ravine, below the Campi ruins, the railway proceeds through a short tunnel, which is followed by a number of others in the wild broken-up mountain-side.

Phot. Chr. Meisser, Zurich.

Lenzerheide



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Phot. Chr. Meisser, Zurich.

Lenzerheide

47.8 kmtrs.
Lochtobel bridge
97 mtrs.

48.2 kmtrs.
Muttnertobel bridge
40 mtrs. high.

Solis tunnel 45 mtrs.
986 mtrs.

49.3 kmtrs.

Solis

854 mtrs.

49 8 kmtrs.
Solis viaduct 164 mtrs. long 89 mtrs. above the Albula river

50 8 kmtrs.
Alvaschein tunnel
609 mtrs.

51.5 kmtrs.
Nisellas tunnel
274 mtrs.

52.1 kmtrs.
Salons tunnel
60 mtrs.

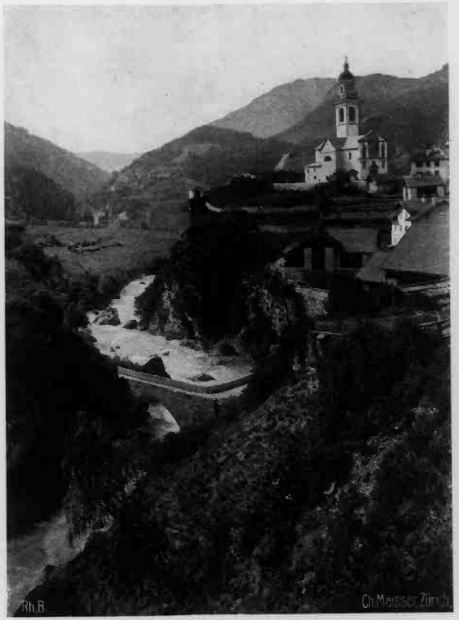
52.4 kmtrs.
Müstail tunnel
300 mtrs.

52.7 kmtrs.
Valmalatobel bridge 32 mtrs.

Near the Muttnertobel bridge, to the right, one obtains a glimpse of the ravine with its torrent and the bridge by which the Schyn road spans it high above. Immediately afterwards comes the Solis tunnel, which is the longest one in the Schyn Gorge.

From Chur 36 kmtrs. To St. Moritz and Pontresina 54 kmtrs.
» Thusis 9 »

Near Solis is a mineral spring containing iodine and sodium, the waters of which are among the healing factors of Alvaneu-Bad (see page 68). The village (Ober-Solis, 3733 feet), 984 feet above the level of the railway, is not visible from here. To the left is the terrace-land of Obervaz and, below, the Nivaigler-Tobel torrent roaring through torn gorges. Above the side-valley of the Lenzerheide appears the dolomite cone of the Lenzerhorn (9550 feet). From this point it is advisable to sit on the right-hand side of the carriage. The Solis Ravine, famous throughout the world on account of its wonderfully constructed road, is now crossed by means of a stone bridge composed of one large arch of 138 feet clear span and several smaller openings, the height above the Albula being 292 feet. As the road is only a short distance below the railway, one is at first deceived as to the height; but when the bridge is reached a glance to the right reveals the enormous depth of the gorge. The boldly spanned arch of the bridge (built 1868—69) which takes the road over the ravine stands out clearly in front of its precipitous walls, and thus helps one to realise even more vividly how great the depth is. The railway has now reached the other side of the valley, the right bank of the Albula, and remains there until it gets beyond Bergün, so that the view is mostly on the right-hand side. To the right, in a south-easterly direction appears the beautifully formed Piz



Phot. Chr. Meisser, Zurich.

Tiefencastel

47.8 kmtrs.
Lochtobel bridge
97 mtrs.

48.2 kmtrs.
Muttnertobel bridge
40 mtrs. high.
45 mtrs.

Solis tunnel 986 mtrs.

49.3 kmtrs.

Solis

854 mtrs.

49.8 kmtrs.
Solis viaduct 164 mtrs. long 89 mtrs. above the Albula river

50.8 kmtrs.
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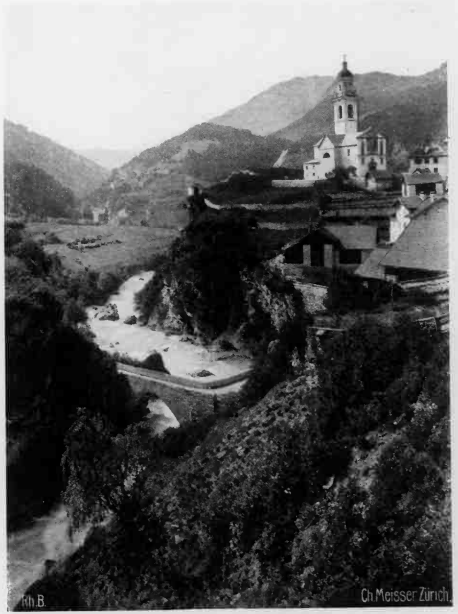
From Chur 36 kmtrs. To St. Moritz and Pontresina 54 kmtrs.
» Thusis 9 »

Near Solis is a mineral spring containing iodine and sodium, the waters of which are among the healing factors of Alvaneu-Bad (see page 68). The village (Ober-Solis, 3733 feet), 984 feet above the level of the railway, is not visible from here. To the left is the terrace-land of Obervaz and, below, the Nivaigler-Tobel torrent roaring through torn gorges. Above the side-valley of the Lenzerheide appears the dolomite cone of the Lenzerhorn (9550 feet). From this point it is advisable to sit on the right-hand side of the carriage. The Solis Ravine, famous throughout the world on account of its wonderfully constructed road, is now crossed by means of a stone bridge composed of one large arch of 138 feet clear span and several smaller openings, the height above the Albula being 292 feet. As the road is only a short distance below the railway, one is at first deceived as to the height; but when the bridge is reached a glance to the right reveals the enormous depth of the gorge. The boldly spanned arch of the bridge (built 1868—69) which takes the road over the ravine stands out clearly in front of its precipitous walls, and thus helps one to realise even more vividly how great the depth is. The railway has now reached the other side of the valley, the right bank of the Albula, and remains there until it gets beyond Bergün, so that the view is mostly on the right-hand side. To the right, in a south-easterly direction appears the beautifully formed Piz



Phot. Chr. Meisser, Zurich.

Tiefencastel

Michèl (10,378 feet) with its glacier. To the left Obervaz is again seen, and before it the Nivaigl, with the remains of the ancestral castle of the Barons of Vaz.

The Albula still flows in a narrow gorge, which higher up gets broader and shallower. After passing the Müstail tunnel, the little Church of Müstail, dating from the 15 th century, is seen on the left; it is situated on a ledge of rock above the Val-Mala-Tobel. Tiefencastel is visible to the right. High above it to the south is Mons, and to the west Stürvis. Above rises the broad dolomite peak of Piz Toissa (8732 feet), Piz Curver (9764 feet) and the already mentioned Piz Michèl.

53.9 kmtrs.

Tiefencastel

887 mtrs.

From Chur 41 kmtrs.
» Thusis 13 »

To St.Moritz and Pontresina 49 kmtrs.

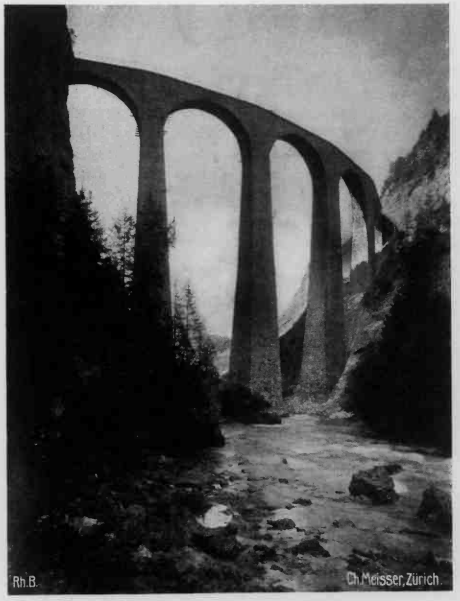
Buffet.

55 kmtrs.
Tiefencastel tunnel
26 mtrs.

Tiefencastel is picturesquely situated in the beautiful spot where the Julia mingles its waters with those of the Albula. Here the Albula, Schyn, Julier and Lenzerheide roads meet, and make Tiefencastel even to-day an important centre of traffic. Aerated iron water (table water).

Postal diligences: via Lenz, Lenzerheide to Chur (see page 50) through the Oberhalbstein to Conters, Savognin, Tinzen, Mühlen, Bivio, Julier, Silvaplana (see page 82), 27 miles.

From the station there is an open view on all sides. Near Mons (see above) one sees, on a rock, the former church of this place. Above the village, before the train passes through a very short tunnel, we enjoy a splendid view of the confluence of the Julia with the Albula, above which are the village and the lofty church with its characteristic steeple. To the right, above the Oberhalbstein, the snow-capped peak of the Piz d Arblatsch (10,515 feet) shows itself for a moment. The basin of the Albula becomes here noticeably shallower and broadens out into a beautiful well cultivated terrace-country. To the left



Phot. Chr. Meisser, Zurich.

Landwasser-Viaduct near Filisur

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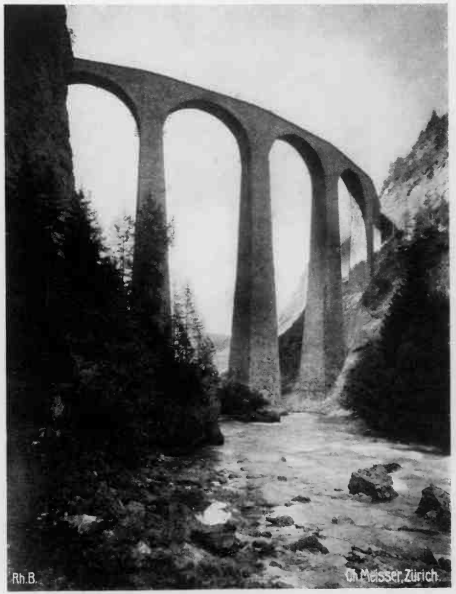

Phot. Chr. Meisser, Zurich.

Landwasser-Viaduct near Filisur

of the railway, before reaching Surava, we look up to the desolate landslip district, above the village of Brienz, below which the line travels. The broad pyramid-shaped mountain which commands the valley is the Muchetta (8616 feet).

58.1 kmtrs.

Surava

942.4 mtrs.

From Chur 45 kmtrs.
» Thusis 17 »

To St. Moritz and Pontresina 45 kmtrs.

To the left one sees on a steep rocky projection the Belfort ruins, one of the most imposing ruined castles of the Grisons, near which is a wooden highway bridge. The view outwards from the valley is also beautiful.

60.8 kmtrs.

Alvaneu

1002.5 mtrs.

From Chur 48 kmtrs.
» Thusis 20 »

To St. Moritz and Pontresina 43 kmtrs.

In the Albula valley, which has here again become narrower, lies Bad Alvaneu, below the railway, while Alvaneu-Dorf (3953 feet) lies high above it. Bad Alvaneu has a "Kuranstalt" (Baths) with gypseous sulphur springs. It is situated in the midst of beautiful grounds, and is also much visited on account of its mild climate.

62.6 kmtrs.
Schmittentobel viaduct 137 mtrs.

62.8 kmtrs.
Saglains tunnel 27 mtrs.

Landwasser viaduct 130 mtrs. 65 mtrs. high

63.1 kmtrs.
Landwasser tunnel 216 mtrs.

Post diligence to Alvaneu Dorf, 1 1/4 miles.

Opposite Alvaneu-Bad a waterfall plunges from a high wall of rock from out the Schaf-Tobel. A tower-shaped pinnacle of rock, the Crap Furò 213 feet high is also worthy of notice. From the station, the Lenzerhorn (9552 feet) and Piz Mulein (8462 feet) again show themselves on the left. The railway takes a still more north-easterly direction and keeps fairly high up on the slope of the valley, whence one looks down on the embanked Albula with its numerous weirs. To the right appears Filisur; high up to the left stands Schmitten Church. The railway now passes over two great viaducts, and even before the first of these (the Schmitten-Tobel viaduct) is reached, the tall pillars of the second (the Landwasser viaduct) are to be seen on the right. In front of the

Schmitten-Tobel viaduct, to the south-east, the splendid outline of Piz Albula (Piz Uertsch, 10,738 feet) appears for the first time. The Schmitten-Tobel viaduct is 449 feet long, 115 feet high and has seven arches each 49 feet wide across the inside opening. It is constructed in a curve of 394 feet radius. To the left one looks into the wild broad Schmitten-Tobel. The line passes through a short tunnel direct on to the Landwasser viaduct, which has an extraordinarily surprising effect on account of its slender, though powerful stone piers, and its great height (213 feet). It is 426 feet long and consists of six openings, each of which is 66 feet across (inside measurement). Its curve is also worthy of notice, the radius being reduced to 328 feet, while on the whole Albula stage the narrowest curve has a radius of 394 feet. As a compensation, the gradient on the Landwasser viaduct is reduced from 25 °/₀₀ to 20 °/₀₀. Above the wild Landwasser gorge one sees to the left the houses of the hamlet of Jennisberg, and above it in the background the Leidbachhorn (9554 feet) between the Landwasser and Sertig valleys in the Davos district. The Albula Valley, which the line follows, makes a bend here and mounts towards the south-east. Behind, one again catches a glimpse of Alvaneu and Mons, and then the train enters Filisur.

64.4 kmtrs.

Filisur

1083.5 mtrs.

From Davos-Platz 20 kmtrs.
» Chur 51 »
» Thusis 24 »

To St. Moritz and Pontresina 39 kmtrs.

Railway refreshment bar.

65.4 kmtrs.
Greifenstein spiral tunnel 689 mtrs.

66.2 kmtrs.
Schlossberg tunnel 56 mtrs.

67 kmtrs.
Faleinerweg tunnel 36 mtrs.

The station is above this important, picturesquely situated village, which is close to where the Landwasser flows into the Albula. The village is dominated by the Muchetta, clothed to a great height with woods, and celebrated for its views. Behind, the Curvèr chain is still visible. In the background, above the Albula gorge, appears the Bergünerstein, over which Piz Albula is once more to be seen.

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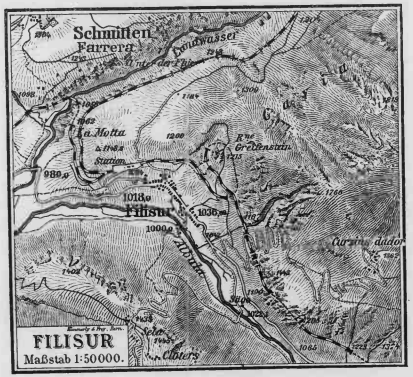


67.2 kmtrs.
Ruigna tunnel
21 mtrs.

Little Cruschetta
tunnel 74 mtrs.

67.6 kmtrs.
Great Cruschetta
tunnel 417 mtrs.

68.5 kmtrs.
Surmin tunnel
224 mtrs.

68.8 kmtrs.
Bellaluna tunnel
28 mtrs.

69.5 kmtrs.
Stulsertobel tunnel I
84 mtrs.

69.6 kmtrs.
Stulser bridge I

Above the railway line to the left are the romantic ruins of the stronghold of Greifenstein.

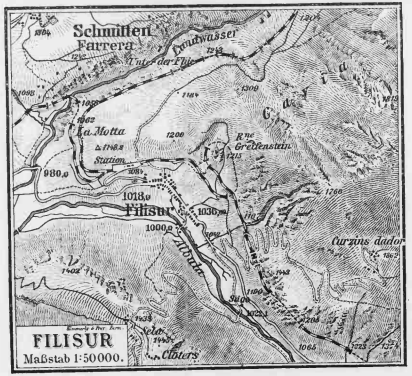
Branch line of the Rhaetian Railway to Davos, Klosters and Landquart, see page 46.

Beyond Filisur the actual mountain stage of the Albula Railway begins, with its wonderful constructions. The gradient, which hitherto has never exceeded 25‰, now increases to 35‰, and this is maintained, with some slight exceptions, till Preda, at the mouth of the Albula tunnel, is reached. The speed of the train is correspondingly diminished to an average of 18 kmtrs. an hour.

As this gradient was in itself insufficient to enable the altitude of Bergün to be reached in a direct line, numerous turns and tunnels and suchlike artificial developments had to be introduced above Filisur. The train approaches the Greifenstein-ruins. The piece of line seen to the right in the direction in which we are travelling, although apparently a direct

Phot. Chr. Meisser, Zurich.

Bergün



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Phot. Chr. Meisser, Zurich.

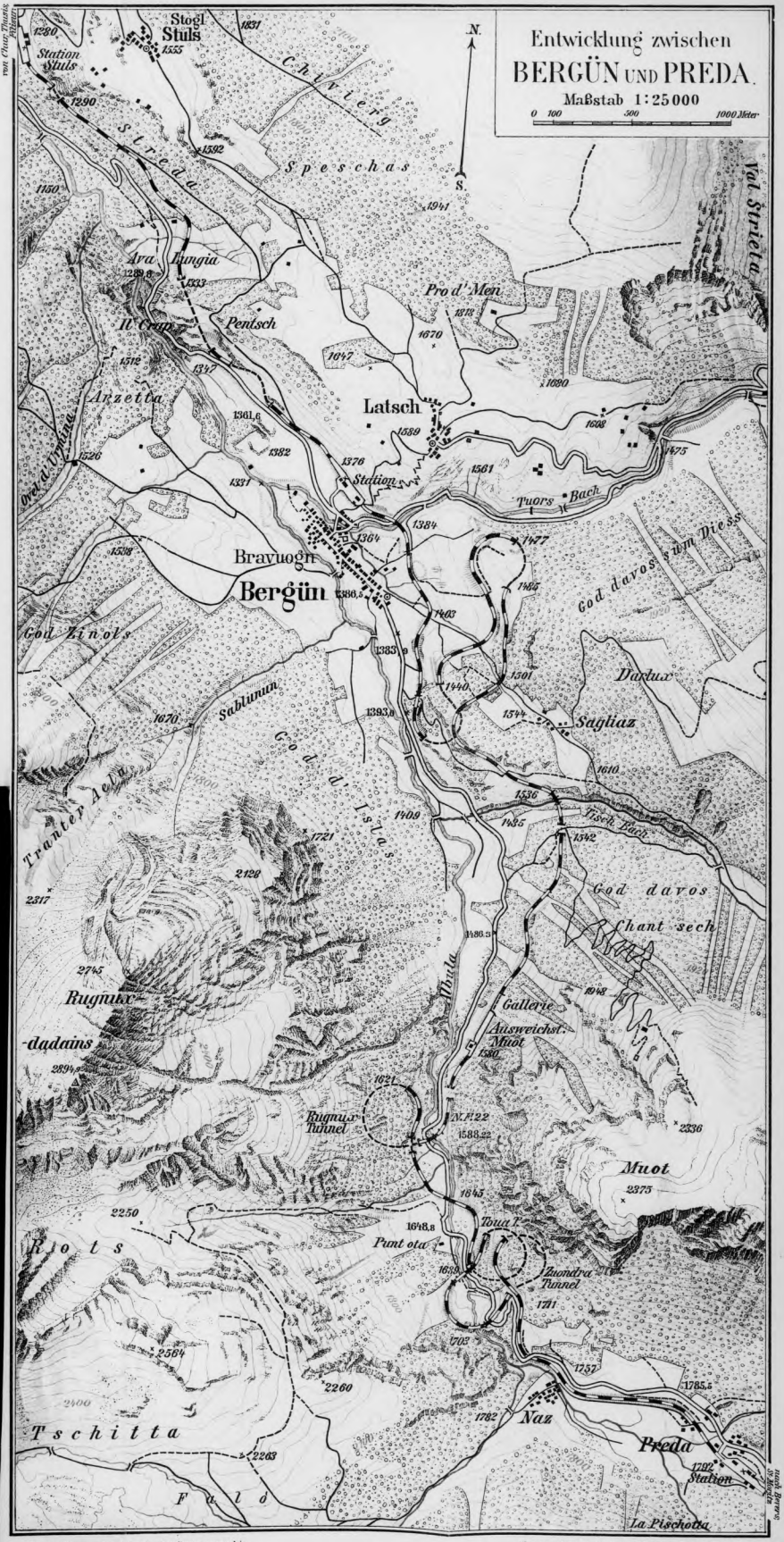
Bergün

69.7 kmtrs.
Stulser bridge II

Stulsertobel tunnel II
103 mtrs.

continuation, is in reality beyond the exit of the loop tunnel below Greifenstein, which raises the railway 121 feet, and forms so to speak a higher storey. The spiral tunnel (2290 feet) is a part of a loop the total length of which is 3937 feet. To the left we catch a momentary glimpse of the ruins of Greifenstein close to the line, and only a little above it; and to the right, below the railway, the entrance to the spiral tunnel we have just passed through. An optical illusion makes this part of the line appear to descend. Then the grandness of the mountain-world completely captivates our gaze, so far as the constantly recurring tunnels permit. The line proceeds along the side of a precipitous rocky slope, at a height of 492 feet above the bed of the valley and the road leading through it. It is protected from falling rocks by means of massive stone walls. Between the summits of the Piz d'Aela group and the mountains to the east of Bergün one sees ever and again the sharp silvery glittering snowcapped peak of Piz Ot (10,665 feet) near Samaden. After passing through the Cruschetta tunnel we perceive deep down in the valley, on the same side of the river, opposite a large sawmill, the remains of the former iron-works of Bellaluna, with the ruined walls of an old blast-furnace. These iron-works, in which chiefly iron-ore from the Val Tish near Bergün used to be smelted, have been abandoned since the thirties of last century. The line then crosses the Stulser Tobel, high above the rushing torrent, which comes from the rugged Ducan Pass (8761 feet), lying towards the Sertig Valley (Davos). From the first Stulzer-Tobel bridge we again enjoy a magnificent view of the Lenzerhorn, and from the railway-track we can quite easily see away down the Albula to the Aela chain, Piz Ot and the mountains to the south of Naz, and Preda, in front of the Albula tunnel.

Entwicklung zwischen
BERGÜN UND PREDA.
Maßstab 1:25000
0 100 500 1000 Meter
N.
S.
Stugl-Stuls
Station Stuls
Schmiedg
Spescha s
Strieda
Ara
Lungia
Pra d'Men
Penitsch
Anzetta
Latsch
Station
Fluors
Bach
Bravuogn
Bergün
Sablunun
Gol Zinols
Tschitta
Rugnux
dadains
Rugnux Tunnel
Gallerie
Ausweichst. Muot
Muot
Punt ota
Naz
Preda
Stuben
La Pischotta
Mit Bewilligung der Schweiz. Landestopographie.
Geograph.-artist. Anst. Kümmerly & Frey, Bern.



Mit Bewilligung der Schweiz. Landestopographie.

Geograph. artist. Anst. Kümmerly & Frey, Bern.

Phot. Chr. Meisser, Zurich.

Chanelletta Avalanche Gallery on the Albula Line

Phot. Chr. Meisser, Zurich.

Chanelletta Avalanche Gallery on the Albula Line

Panorama from the station building Bergün

70.2 kmtrs.

Stuls

1279.9 mtrs.

From Chur 57 kmtrs. To St. Moritz and Pontresina 33 kmtrs.
» Thusis 30 «

70.5 kmtrs.
Streda tunnel
64 mtrs.

71.7 kmtrs.
Bergünerstein
tunnel 409 mtrs.

72.3 kmtrs.
Glatscheras tunnel
332 mtrs.

Stuls station stands on the lonely « Ochsenboden », the village which lies above it at an altitude of 5101 feet not being visible from here. To the left, above the station, one recognises glacier marks in the form of inequalities and polished surfaces on the rocks. The road, part of which can be followed with the eye, winds upwards in the narrow Albula gorge to the Bergünerstein. When the gorge was first made accessible at the end of the seventeenth century, gunpowder was used for the first time in this district for blasting purposes. The line passes under the Bergünerstein through a tunnel (1342 feet long). The shorter Glatscheras tunnel, which follows, was only constructed later on to avoid a dangerous landslip area which threatened the line at this part. Near the exit appears the village of Bergün in a lovely valley commanded by the mighty glacier-covered mass of Piz d'Aela (10,958 feet).

73.1 kmtrs.

Bergün

1375.6 mtrs.

From Chur 60 kmtrs. To St. Moritz 30 kmtrs.

Railway refreshment bar.

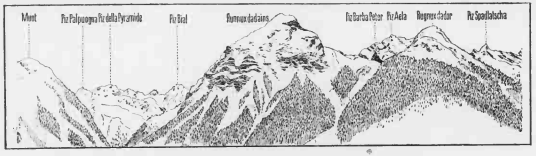
73.5 kmtrs.
Tuors bridge
40 mtrs.

74.7 kmtrs.
God tunnel
486 mtrs.

The village of Bergün lies to the right, a little below the station, in a peaceful, verdant hollow, surrounded and protected by mountains. The cupola of the old broad tower, which is said to be of Frankish origin, is worthy of notice. Thanks to its sheltered

Phot. Wehrli Ltd., Kilchberg.

Rugnux Spiral tunnel



Panorama from the station building Bergün

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Phot. Wehrli Ltd., Kilchberg.

Rugnux Spiral tunnel

Glix viaduct

76.2 kmtrs.
Plaz tunnel
262 mtrs.

77.9 kmtrs.
Tischbach viaduct
40 mtrs. high
101 mtrs.

78 kmtrs.
Prasüra tunnel
34 mtrs.

79 kmtrs.
Chanelleta gallery
117 mtrs.

79.2 kmtrs.
Muot Siding

79.6 kmtrs.
Fuegna tunnel
53 mtrs.

79.8 kmtrs.
Albula viaduct I
59 mtrs.

79.9 kmtrs.
Rugnux spiral
tunnel 662 mtrs.

81.2 kmtrs.
Albula viaduct II
95 mtrs.

81 6 kmtrs.
Toua spiral tunnel
677 mtrs.

82.5 kmtrs.
Albula viaduct III
137 mtrs.

Maliera gallery
45 mtrs.

82.9 kmtrs.
Albula viaduct
44 mtr.

83.2 kmtrs.
Zuondra spiral
tunnel 585 mtrs.

situation, Bergün has a very mild climate, which makes it extremely suitable as an intermediate station to and from the Engadine. It is a centre for a large number of most interesting mountain tours, and is much visited for winter sports.

Above the Bergünerstein, looking out of the valley in the background rise the Lenzerhorn (9551 feet), Piz Naira (9423 feet) and the Arosa Rothorn (9803 feet). To the right of the railway Piz Rugnux (9492 feet); between them shines the glacier-decked summit of the Piz d'Aela (10,958 feet). Eastwards to the left, above Val Tuors, stands Piz da Darlux (8675 feet); above Val Tisch the dolomite Piz Muot chain (Muot sureint, 8776 feet), while to the extreme south Piz Muglix (9492 feet), Palpuogna (8967 feet) belonging to the Albula chain, and Piz della Pyramida, look down upon us. A good carriage road leads to the hamlet of Latsch, situated about $1^1/_2$ mile above Bergün, to the north-east. Above Bergün begins the marvellous development of the line which so soon became world-renowned on account of its loops and spiral tunnels, the construction of which was necessary in order to reach the altitude of Preda. The difference in height between Bergün and Preda is 1365 feet, and necessitated a track length of $7^4/_5$ miles with a gradient of 35 $^0/_{00}$, whereas the length of the valley is only 4 miles. The construction of the line here shows a boldness scarcely attained by any other mountain-railway, not excepting the St. Gotthard Railway, although the latter, with its more solid permanent way for double line, is more massively built up.

The continual change in the direction of the journey makes it very difficult for one travelling on this line for the first time to find his bearings, and the view, too, is now on the right, now on the left. The accompanying map renders it possible to follow the

route accurately. The village of Latsch, above Bergün, affords a further means of recognising one's position; soon after leaving Bergün it is visible above to the left, and then again alternately to the right and left, until at last, before Zuondra spiral tunnel is reached, it finally disappears. The railway at this point is already higher than the village, which during the journey seems slowly to sink deeper and deeper. Until the siding at Muot is reached, Bergün also appears again and again. Especially after the first ("God") spiral tunnel, where the line turns again towards Bergün, the village is quite near. At the end of this loop, before reaching the Plaz tunnel, we see to the left the Val Tuors; then the Tischbach is crossed by means of a viaduct 331 feet long and 131 feet high, where the tip of the Piz Albula suddenly emerges to the left above the Val Tisch, but immediately disappears again. After passing through the short Prasüra tunnel, one notices to the right, above the railway, which may here be followed with the eye for some distance, constructions reaching high up the rocky declivity, built to protect the line from avalanches. Then the view opens downwards into the Albula valley, above which the before mentioned peaks and mountain ranges, seen from Bergün, again appear.

Muot station (5177 feet) is really only a siding for shunting, without station-building. Next comes the first Albula viaduct, which leads across to the mountain on the western side into the Rugnux spiral tunnel. The construction of this tunnel was attended by great difficulties owing to the bursting-in of cold water (4° C), which caused great sacrifice of health and strength. On leaving the tunnel the view over the valley with Bergün and Latsch is to the left. One sees again into the Val Tisch and is able to follow, not only that part of the line already

passed, but also a great deal of the part that follows. Straight in front, in the direction we are travelling, lies the third Albula viaduct, Immediately beneath it is the entrance to the Toua Spiral tunnel, which we again see lying beneath us to the right soon after leaving it. Here the line describes a wonderful open loop which crosses the Albula twice and then enters the Zuondra spiral tunnel.

Although the loops and turns are now at an end, the railway still maintains a gradient of 35 ‰ until the little valley-basin of Preda is reached. First, however, we pass the "Maiensässe" (Alpine pasture) of Naz belonging to Bergün, above which, in the valley-opening on the right, glitter Rugnux and Piz d'Aela, and on the left Piz Mulix (9492 feet).

Here the landscape is made up entirely of the austere beauties of the high-mountain region. The peaks rising on all sides give the scene a truly grand character. From the left of the railway by Naz, northwards, rises the dolomite chain of the Muot-sureint (8776 feet) as far as the proud Piz Albula (10,738 feet), to the east. Towards Preda appear the two peaks of the Piz Giumels (The Twins, 9137 feet), beneath which the great tunnel passes, and close by, the Piz dellas Blais (9623 feet). To the south, and on the right-hand side of the line, stands the massive form of Piz Palpuogna (8967 feet). The valley opens out a little, and the few houses of Preda appear. The train stops just in front of the entrance of the great tunnel.

85.7 kmtrs.

Preda

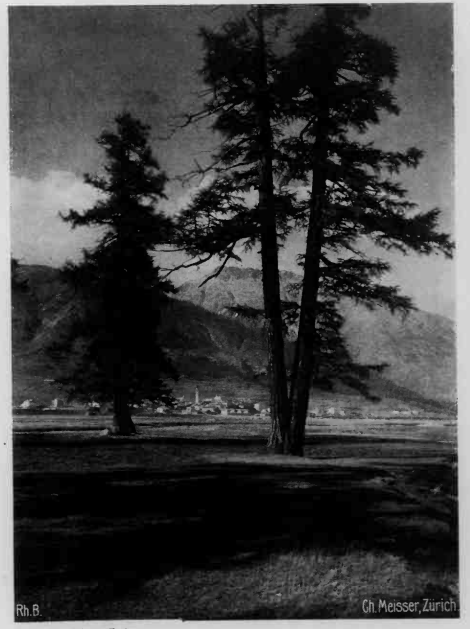
1792 mtrs.

85.8 kmtrs.
Albula tunnel
5865 mtrs.

91.7 kmtrs.
Beverin bridge I

From Chur 73 kmtrs. To St. Moritz and Pontresina
» Thusis 45 » 18 kmtrs.
» Bergün 13 »

The little hamlet of Preda has only been inhabited all the year round since the opening of the railway. It is a good deal visited as a picturesquely situated health resort and as starting-point for walking tours along the road over the Albula Pass.



Phot. Chr. Meisser, Zurich.

Samaden

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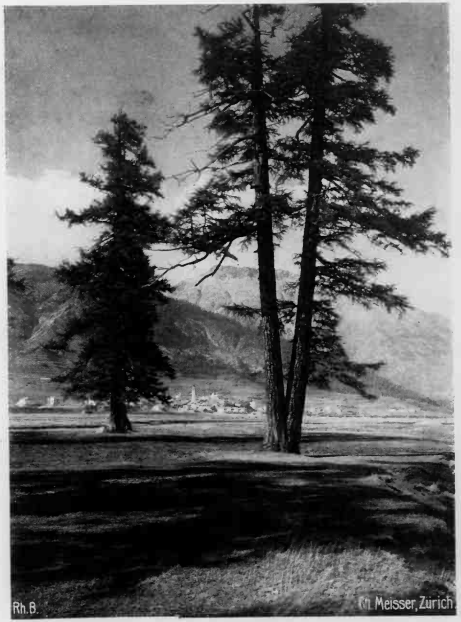
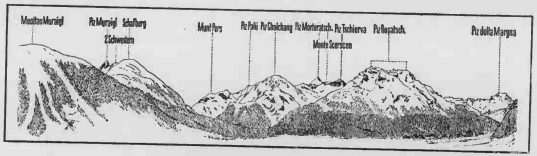


Phot. Chr. Meisser, Zurich.

Samaden



Panorama from Samaden.

The unornamental tunnel-mouth lies right in front of the station. This single-line tunnel passes in a south-easterly direction at a depth of 2992 feet beneath the summit of the mountain (Giumels). It is the longest narrow-gauge tunnel in existence (19,242 feet) long. The train takes 10 or 11 minutes to pass through it. The temperature inside the tunnel is about 16 Centigrade. At the Preda end the line first of all ascends with a gradient of 10 %oo till the culminating point (6011 feet) is reached inside the tunnel, and then descends towards Spinas with a gradient of 2 %oo. For information concerning the building of this tunnel see Introduction.

91.8 kmtrs.

Spinas

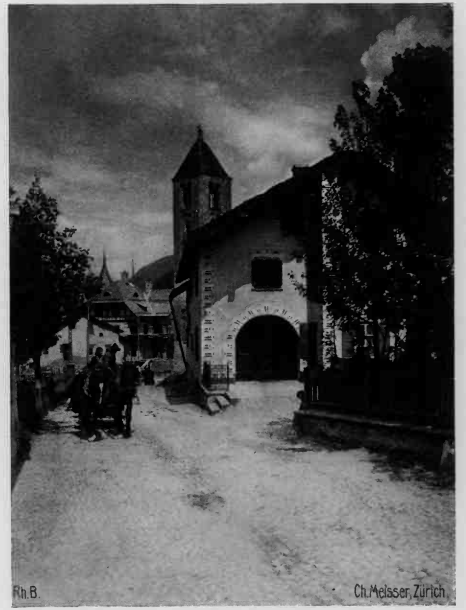
1818 mtrs.

From Chur 79 kmtrs. To St. Moritz and Pontresina 12 kmtrs.

Spinas is really an "alp" or mountain-pasture belonging to Bevers. In addition to the railway constructions there are only a few buildings and huts.

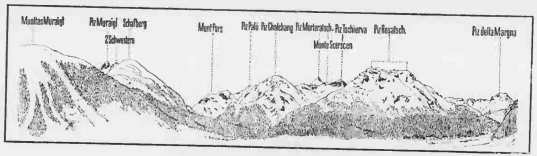
94.8 kmtrs.
Beverin bridge II
25 mtrs.

On leaving the tunnel the line enters the Val Bevers, a side-valley of the Upper Engadine, through which the Beverinbach flows. The line follows the well-filled stream in a fairly straight line, with a maximum fall of 32 %oo. To the left stands a great bulwark of masonry, 5 mtrs. high, built to protect the line from avalanches coming from the Crasta mora (9636 feet), which towers up to the left. These avalanches occasionally cross the torrent, and would otherwise endanger the line. To the right are other constructions to protect the line from falling masses



Phot. Chr. Meisser, Zurich.

Cresta-Celerina



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Phot. Chr. Meisser, Zurich.

Cresta-Celerina

of snow. The valley now opens out, the line makes a sharp curve, and reaches the open valley-floor of the Engadine near Bevers station.

95.6 kmtrs.

Bevers

1713.5 mtrs.

From Chur 82 kmtrs. To St. Moritz and Pontresina 8 kmtrs.

The line passes the fine village of Bevers, on the left, shortly before entering the station. Looking back, one gets a glimpse of the rugged ridge of the Cresta mora rising above the village, while to the left the first peaks of the Bernina group are to be seen.

95.7 kmtrs.
Beverin bridge III
25 mtrs.

The diligence from Samaden (see below) to the Lower Engadine, Tarasp-Schuls and Landeck branches off here. See Samaden.

Branch line of the Rhaetian Railway to Tarasp-Schuls is in course of construction and will be opened probably in 1913.

97.7 kmtrs.

Samaden

1708.7 mtrs.

From Chur 85 kmtrs. To St. Moritz and Pontresina 6 kmtrs.

Samaden, the principal village of the Upper-Engadine district, with its important-looking buildings presents quite a town-like appearance. The village, with its lofty tower, which reminds one of an Italian campanile, lies to the right above the railway, from which there is a good view of it. Samaden has an excellent reputation as a health-resort and tourist-centre possessing the best known golf links on the Continent, and is also a popular sunny winter sport resort.

Post diligence to Celerina, St. Moritz-Dorf, St. Moritz-Bad, (see page 86) Campfer, Silvaplana, (connection via Julier to Tiefencastel, see page 66), Sils-Maria, Sils-Baselgia, Maloja, Casaccia, Vicosoprano, Borgonuovo, Stampa, Promontogno, (connection to Soglio, 2 1/2 miles), Castasegna, Chiavenna, 35 miles.

To Bevers (see above) Ponte, Madulein, Zuoz, Scanfs, Capella, Cinuskel, Brail, Zernez (connection via Ofen Pass to Münster 24 1/2 miles, Sta. Maria, Stilfserjoch, Bormio, Franzenshöhe, Trafoi, Mals, Meran), Süs (connection to Davos, see page 38), Lavin Giarsun (connection to Guarda, 1 1/2 mile), Ardez, Fetan, Tarasp (Fontana, Vulpera), Schuls (see page 40), 34 miles.

Branch line of the Rhaetian Railway to Pontresina, see page 90.

Local trains run between Samaden and St. Moritz in 10 minutes.

* * *

Phot. Wehrli Ltd., Kilchberg.

St. Moritz, the Leaning Tower

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Phot. Wehrli Ltd., Kilchberg.

St. Moritz, the Leaning Tower

On the line from Samaden to St. Moritz we first of all see Celerina, in front of us to the left, lying behind Bevers and Ponte. But the eye is chiefly fascinated by the view of the ever-widening valley of Pontresina and the snow-capped mountain-peaks above it, Piz Palü (12,835 feet), Piz Bernina (13,304 feet), Piz Morteratsch (12,316 feet) and Piz Tschierva (11,693 feet); between them, in the foreground, Piz Chalchagn (10,361 feet), forming the end of the valley; then Piz Rosatsch (9826 feet) dominating St. Moritz, and to the extreme right in the background, Piz della Margna (10,355 feet).

100.3 kmtrs.

Celerina

1733 mtrs.

From Chur 87 kmtrs. To St. Moritz 3 kmtrs.

Celerina, together with Cresta, which belongs to it, has for the most part retained the stamp of an old Engadine village. It is frequently chosen as a place of residence by visitors to the St. Moritz baths, and is known on account of the celebrated Cresta Toboggan Run (Ice Run), to which the new Bob Run must now be added.

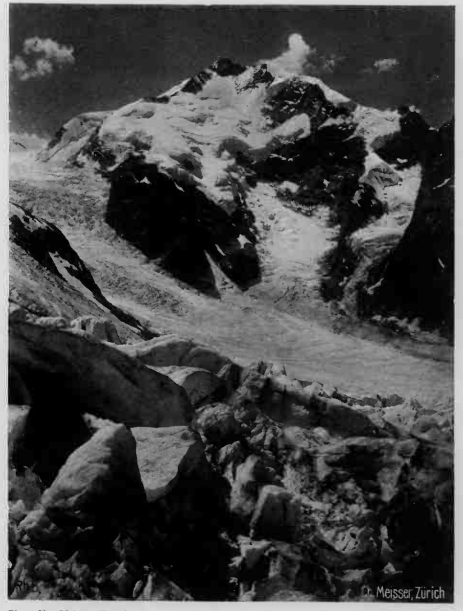
101.9 kmtrs.
Charnadüra tunnel
449 mtrs.

102.5 kmtrs.
Argenteri tunnel
114 mtrs.

Bernina Electric Railway from St. Moritz and Pontresina, to Tirano. See Pontresina (page 92). Station 10 minutes from that of the Rhaetian Railway.

Local trains of the Rh. Ry, run to St. Moritz and Samaden in 5 minutes.

Here the valley narrows and is separated from the highest part of the Engadine, which abounds in lakes and forests, by the Inn gorge of « Charnadüra »; The railway travels around Celerina in a sharp curve, offering another glimpse of the old Gothic Church of St. Gian, situated on the road to Pontresina, and then cuts through the rocks of the Inn Gorge in two tunnels. Soon after the second tunnel is passed we see to the left, below us, the falls of the Inn, the outflow of the Lake of St. Moritz; and directly afterwards the train enters St. Moritz station.



Phot. Chr. Meisser, Zurich.

Bernina

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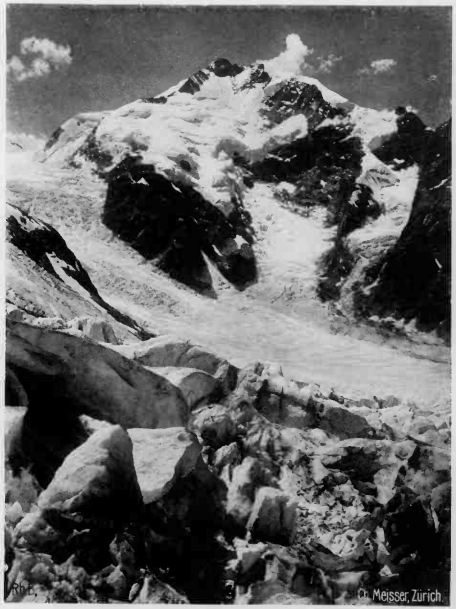

Phot. Chr. Meisser, Zurich.

Bernina

102.9 kmtrs.

St. Moritz

From Chur 90 kmtrs.

1778 mtrs.

At St. Moritz the Rhaetian Railway has for the present its terminus. The station lies a little above the lake, over which, on the opposite side, tower the imposing masses of the Piz Rosatsch and the Piz Surlej, while the Piz della Margna in the background forms a hazy termination to the valley. The impression received on leaving the train, when one sees the glorious mountain scenery and the splendid buildings of St. Moritz-Dorf adjoining the station, is one never to be forgotten.

The importance of St. Moritz as a health resort and watering-place, as well as a winter sporting centre of the first order, is well known. Details are supplied in the tourist handbooks and the Guide to the Canton of the Grisons.

Postal diligences to Campfèr, Silvaplana, Sils and Maloja to Chiavenna, to the Lower Engadine and via the Julier pass to Tiefencastel (via Silvaplana). See Samaden.

Bernina Electric Railway from St. Moritz to Pontresina and Tirano see Pontresina (page 92).

Electric tram runs between St. Moritz-Dorf and St. Moritz-Bad.

Local trains of the Rhaetian Railway to Samaden in 10 minutes.

Official Inquiry Bureau (Central Office of the Engadine Public Interests Association (Engadiner Verkehrsverein), St. Moritz-Dorf, opposite the Schweizerhof.

* * *

If the Albula line has established communication between the chief resort of the Upper Engadine (St. Moritz) and the Lowlands, nevertheless up to the present time a railway line of its own has been wanting to the long stretching valley of the Inn which forms the Upper and Lower Engadine, for the Albula line conveys the traffic only the short distance from Bevers to St. Moritz. In this particular the new line from Bevers to Schuls in the Lower Engadine will now make a change, while at the

Phot. Wehrli Ltd., Kilchberg.

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Phot. Wehrli Ltd., Kilchberg.

Schuls

same time it will bring the long wished for railway communication to the Lower Engadine. The necessity for this had been perceived for a long while on account of the importance of the great world-renowned health-resorts with their famous medicinal springs situated in that valley. The opening of the line will take place in 1913.

The new line, whose attractiveness will be greatly enhanced by the scheme for working it by electricity, starts from Bevers (see page 82) and follows the course of the gently falling main valley of the Upper Engadine. The various places, with their brightly painted stone houses looking like toy villages, lie upon the green bottom of the valley; first Ponte (5558 feet), the starting-point for the road over the Albula pass, at the entrance to the wild Camogasker valley, then Madulein (5515 feet), then Zuoz (5617 feet), formerly the chief place of the Upper Engadine, an important village with its high Alpine schools and interesting old Engadine houses, lastly Scanfs (5469 feet) with the village of Cinuskel (5302 feet) which belongs to it. At Zuoz the climate is already becoming milder, and the cultivation of grain and vegetables commences.

A few minutes after passing the village of Cinuskel a small bridge, the "Punt ota" marks the boundary between the Upper and Lower Engadine. Here the valley is exceedingly narrow. Different from the Upper Engadine in the features of its landscape, the Lower Engadine possesses a romantic nature of its own. The mountains seem to be drawn closer together, the valley is richer in woods and owing to its lower altitude above the sea is characterised by a warmer climate and a more luxuriant vegetation.

The first place reached, soon after passing the Punt ota, is the hamlet Brail (5420 feet). The pleasant

Phot. Wehrli Ltd., Kilchberg.

Pontresina

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The new line, whose attractiveness will be greatly enhanced by the scheme for working it by electricity, starts from Bevers (see page 82) and follows the course of the gently falling main valley of the Upper Engadine. The various places, with their brightly painted stone houses looking like toy villages, lie upon the green bottom of the valley; first Ponte (5558 feet), the starting-point for the road over the Albula pass, at the entrance to the wild Camogasker valley, then Madulein (5515 feet), then Zuoz (5617 feet), formerly the chief place of the Upper Engadine, an important village with its high Alpine schools and interesting old Engadine houses, lastly Scanfs (5469 feet) with the village of Cinuskel (5302 feet) which belongs to it. At Zuoz the climate is already becoming milder, and the cultivation of grain and vegetables commences.

A few minutes after passing the village of Cinuskel a small bridge, the "Punt ota" marks the boundary between the Upper and Lower Engadine. Here the valley is exceedingly narrow. Different from the Upper Engadine in the features of its landscape, the Lower Engadine possesses a romantic nature of its own. The mountains seem to be drawn closer together, the valley is richer in woods and owing to its lower altitude above the sea is characterised by a warmer climate and a more luxuriant vegetation.

The first place reached, soon after passing the Punt ota, is the hamlet Brail (5420 feet). The pleasant

Phot. Wehrli Ltd., Kilchberg.

Pontresina

Zernez (4912 feet) is the starting-point for the route to the Münster valley. Into Süs (4688 feet), a popular health-resort, descends the postroad coming over the Flüela pass from Davos (see page 40). Lavin (4688 feet) is a centre for numerous mountain tours, Giarsun (4613 feet) is the starting-point for the high health-resort Guarda (5423 feet). Ardez (4813 feet) also and the more highly situated Fetan (5407 feet) are much frequented health-resorts.

At last the Curhaus Tarasp (3947 feet) forms the centre point of the health-resorts of Tarasp, Schuls and Vulpera, which with their renowned medicinal baths rival Carlsbad. To Tarasp belongs the hamlet of Fontana (4639 feet) in which is Tarasp Castle, visible from a great distance. Vulpera (4160 feet) is situated on a beautiful high-lying terrace in immediate proximity to the woods. At Schuls (4081 feet), the chief town of the Lower Engadine, the railway will have its provisional terminus.

Post connection to Martinsbruck-Nauders (see Samaden, page 82)

Samaden (see page 82).

3 kmtrs.
Inn bridge

The branch line from Samaden to Pontresina, which was opened in the summer of 1908, crosses the Inn by means of an iron bridge, shortly after leaving Samaden station, then traverses the broad valley along a straight embankment.

2.7 kmtrs.

Punt Murail

From Chur 87 kmtrs. To St. Moritz 3 kmtrs.

1731.5 mtrs.

3 kmtrs.
Flazbach bridge

Near the station is the terminus of the funicular railway of Muottas-Muraigl. Its top is 8058 feet above the sea-level and is well known as one of the most extensive view-points in the Alps, one from which the Upper Engadine with its many lakes, and the Bernina group with its massive glaciers can be viewed.

Going over the Flazbach, which flows from the Bernina, the line crosses to the right side of the valley and comes to an end in the large station at Pontresina.

Phot. Chr. Meisser, Zurich.

Meschino on the Lake of Poschiavo

Zernez (4912 feet) is the starting-point for the route to the Münster valley. Into Süs (4688 feet), a popular health-resort, descends the postroad coming over the Flüela pass from Davos (see page 40). Lavin (4688 feet) is a centre for numerous mountain tours, Giarsun (4613 feet) is the starting-point for the high health-resort Guarda (5423 feet). Ardez (4813 feet) also and the more highly situated Fetan (5407 feet) are much frequented health-resorts.

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Phot. Chr. Meisser, Zurich.

Meschino on the Lake of Poschiavo

5.3 kmtrs.

Pontresina

From Chur 90 kmtrs.

1777 mtrs.

The beautiful and much frequented resort of Pontresina, which since 1908 is also a winter resort, lies somewhat higher than the railway-station, on the opposite side of the Flazbach, over which a stone bridge conveys a new carriage road from the station. The view from the splendid railway-station, which also serves for the Bernina Electric Railway, embraces a magnificent panorama. Pontresina, with the old watch-tower of "Spaniola", is situated at the foot of the Schafberg (8967 feet) and stretches out for a considerable distance. Above, on the mountain, are countless structures to prevent the fall of avalanches. On its left is the terminus of the funicular railway Muottas Muraigl. The main valley of the Engadine with Samaden is dominated by the jagged Crasta Mora (9636 feet), above which emerges the peak of Piz Kesch (11,221 feet). Towards the south-east one can look down the Bernina valley, towards the south the Roseg valley with the spurs of the mighty Roseg glacier. Above the valley can be descried the many peaks of the Bernina group Piz Misaun (10,676 feet), Piz Tschierva (11,693 feet), La Sella (11,769 feet) and Il Capütschin (11,126 feet), while the Piz Bernina itself is hidden. Right opposite the station lies the Rosatsch, (9826 feet) with its finely wooded foot, commanding the St. Moritz lake.

Bernina Electric Railway from the same station as the Rhaetian Railway to Celerina, St. Moritz (see page 86) and to Morteratsch, Berninahäuser, Berninahospice.

Official Inquiry office.

(Landquart-Chur-) Reichenau-Tamins-Ilanz.

The journey from Chur to Reichenau-Tamins lasts 16 to 20 min., to Ilanz about an hour. Between Reichenau-Tamins and Ilanz the train travels at a speed of 35 to 40 kmtrs. an hour, average and maximum respectively.

From **Landquart** to

23.6 kmtrs.

Reichenau-Tamins

(see pages 48—53).

24 kmtrs.
Hinter Rhine bridge

24.7 kmtrs.
Farsch bridge

27.2 kmtrs.
Dabi tunnel
299 mtrs.

After crossing the Hinter-Rhine the line branches off into the so-called Farsch from the line going to the Engadine. An iron bridge over the Vorder-Rhine leads to the left bank of the river, from where the ascending stretch of the Engadine line running to Bonaduz (see page 53) remains in sight for some time. The railway proceeds along the deep gorge which the Rhine has worn out for itself in the prehistoric Flims landslip, and follows the numerous sharp windings of the river, while the roads run along on the high plain on both sides, where the villages are also situated. These latter are therefore not visible from the railway. On the other hand, the views of the roaring Rhine torrent, and, above all, the phantastic shapes of the rocks on both sides of the river, offer a peculiar and ever changing picture. At the mouth of the Maliensbach, which flows in from the north, is a viaduct with 12 arches, each 20 feet in width. To the left the Wakenauer Sporn, on which stand a few remains of the stronghold of Wakenau, juts out from the south into the Rhine, in which there is at this point a whirlpool 33 feet deep.

28.3 kmtrs.

Trins

612 mtrs.

From Chur 15 kmtrs. To Ilanz 15 kmtrs.
» Reichenau-Tamins 5 »

The village of Trins is situated to the right above the railway, at a height of 2867 feet, on the post road from Reichenau and Flims to Ilanz, and is connected with the station by means of a carriage road $1^1/_4$ mile long.

29.6 kmtrs.
Ransun tunnel
423 mtrs.

31.5 kmtrs.
Islabella bridge

31.7 kmtrs.
Krummwag tunnel
83 mtrs.

The formation of the white rocks with their dark niches grows more and more remarkable. Near Islabella the line again passes over to the right bank of the Rhine across a bridge 131 feet long. The little peninsulas projecting into the bed of the Rhine, which are for the most part beautifully covered with vegetation, and round which the river winds, are called the "Islas". A rocky projection of this nature, the "Krummwag", which is particularly prominent, is pierced by a short tunnel immediately above the Rabiusa river, which issues from the Versamer Tobel.

32.7 kmtrs.

Versam-Safien

638.4 mtrs.

From Chur 20 kmtrs. To Ilanz 11 kmtrs.
» Reichenau-Tamins 10 »

The diligence runs from the station up to the village of Versam (2982 feet), situated at the entrance to the Safien Valley. Versam is a much frequented summer resort and affords beautiful forest walks and excursions.

Postal diligence through the Safien valley to Tenna, Neukirch-Safien, Safien-Platz (valley) 12 miles.

To the south rises Piz Riein (9039 feet) between Ilanz and the Safien Valley; further away to the left the broad Piz Mundaun (6782 feet) is visible. The great walls on the left have been erected to protect the permanent way from stones and rocks that fall from time to time.

36.9 kmtrs.

Valendas-Sagens

672 mtrs.

From Chur 24 kmtrs. To Ilanz 7 kmtrs.
» Reichenau-Tamins 14 kmtrs.

To the left, above the railway, one kilometre distant, is the village of Valendas (2700 feet): to

Phot. Chr. Meisser, Zurich.

Lake Cauma near Flims

28.3 kmtrs.

Trins

612 mtrs.

From Chur 15 kmtrs. To Ilanz 15 kmtrs.
» Reichenau-Tamins 5 »

29.6 kmtrs.
Ransun tunnel
423 mtrs.

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31.5 kmtrs.
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To the left, above the railway, one kilometre distant, is the village of Valendas (2700 feet): to

Phot. Chr. Meisser, Zurich.

Lake Cauma near Flims

the right, on the opposite side of the Rhine, lies Sagens: the road, a mile long, and the iron bridge across the Rhine leading to it, have been built by the Rhaëtian Railway. Only the church and a few of the houses of Valendas are visible from the line. Sagens remains quite hidden.

Postal diligence to Sagens, Laax, Fellers 4 1/2 miles.

Before the station is reached there is a lovely view into the Carrera-Tobel with Piz Riein above. Soon afterwards the gorge opens out, and the train enters the Gruob, a pleasant, fruitful and open valley beginning at Kästris. To the right rises the mighty, glacier-covered Vorab (9941 feet), the Selbsanft (9921 feet), the Bifertenstock (11,237 feet) and Piz Tumbif (10,663 feet). After the desolate defiles of the Rhine gorge the valley, with the villages of Schleuis, Fellers, Ladir, Luvis, Seewis, and their churches, dotting its heights, is doubly charming.

40.7 kmtrs.

Kästris

708.5 mtrs.

From Chur 28 kmtrs. To Ilanz 3 kmtrs.
» Reichenau-Tamins 18 »

42.6 kmtrs.
Glenner bridge

To the right opens out the Schleuiser-Tobel, to the left the wide, magnificent Lugnez Valley with the Glenner flowing through it. The railway crosses the stream, shortly before reaching Ilanz, upon an iron bridge 121 feet long.

49.2 kmtrs.

Ilanz

701.7 mtrs.

From Chur 30 kmtrs.
» Reichenau-Tamins 20 »

Ilanz, the "first town on the Rhine", is remarkable not only on account of its pleasant situation, but also for its numerous beautiful, old-fashioned houses, churches and other buildings. The town is dominated by Piz Mundaun (6782 feet), spread out behind it, and by the picturesque Signina group (Piz Signina 9305 feet). Piz Mundaun, which is called « the Rigi of the Oberland », is much frequented on account of the views which it affords.

Official Inquiry Office.

Phot. Chr. Meisser, Zurich.

Segnes sut

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Official Inquiry Office.

Phot. Chr. Meisser, Zurich.

Segnes sut

Postal diligences: To Brigels 9 miles. To Obersaxen 6 1/8 miles. To Ladir 3 3/8 miles. To Valgronda, Bad Peiden, Vals-Platz 14 miles. To Cumbels (Morissen), Villa, Lumbrein, Vrin 14 miles. To Schleuis, Laax, Waldhaus, Flims 7 1/8 miles, with connection to Felsbach, Trins, Tamins, Reichenau (see Reichenau-Tamins, page 53). To Tavanasa, Truns, Rabius (branch off to Tenigerbad), Somvix, Campodials, Disentis (continuation via Lukmanier to Curaglia, Olivone and Biasca [St. Gotthard Ry.] 32 miles), Sedrun, Rueras, Tschamut, Oberalp Pass, Andermatt 39 miles. In winter, only as far as Rueras.

Carriage road to Seewis in the Oberland.

* * *

The extension of the railway line along the Vorderrhein Valley via Ilanz to Disentis has been recognised as necessary for a long while by reason of the character of the latter place, this being the starting-point of the important Alpine roads over the Oberalp pass to Andermatt and over the Lukmanier to Olivone-Biasca. It is now in course of construction and will be opened in 1913, or, if at all possible, a year earlier.

The line, for its whole length, runs along the valley of the Vorderrhein and touches first of all the small villages of Strada (2349 feet) and Schnaus (2382 feet), then Ruis (2395 feet) and Tavanasa (2621 feet). The more important resorts here lie mostly at some elevation, as Brigels (4229 feet) on the left and Obersaxen (4223 feet) on the right side of the valley. Further along the valley are Truns (2838 feet), Rabius (3150 feet) at the entrance to the Somvixer Valley, Campodials (3166 feet) and the terminus of the line, the important place Disentis (3773 feet) with its imposing monastery.

Post connection to Andermatt and Olivone (see Ilanz, page 96).

Literature:

The following works have to a certain extent been made use of in the compilation of this booklet. Those who wish to learn further details about the Canton of the Grisons, its inhabitants, climatic conditions, etc., will find full information in the books mentioned. An exhaustive list of literature on the subject may be obtained from the booksellers, or from the Management of the Cantonal Library at Chur.

Guide to the Health, Pleasure and Sport Resorts of the Grisons (Graubünden). Published by the Union of the Grisons Public Interests Associations. May be obtained gratis at the Central Office of the United Public Interests Associations of the Canton of the Grisons at Chur (Coire); at the Public Inquiry Offices throughout the Canton, also at the larger Inquiry and Tourist Offices of Switzerland. Post free in Switzerland, sent to other countries on receipt of the cost of postage (30 cts., to England 3d, which may be paid in postage-stamps).

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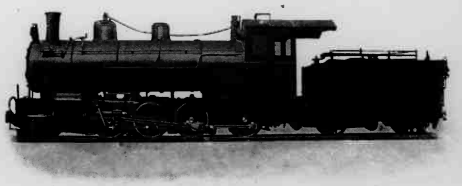


Two-cylinder super-heated train-locomotive, $^4/_5$ coupled.

REDUCTION RATIO 12:1

2.5 mm 1234567890

2.0 mm ABCDEFGHIJKLMNOPQRSTUVWXYZ abcdefghijklmnopqrstuvwxyz1234567890

1.5 mm ABCDEFGHIJKLMNOPQRSTUVWXYZ abcdefghijklmnopqrstuvwxyz1234567890

PM-MGP
METRIC GENERAL PURPOSE TARGET
PHOTOGRAPHIC

200 mm

150 mm

100 mm

A5

A4

A3

1.0 mm

1.5 mm

2.0 mm

2.5 mm

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

PRECISION℠ RESOLUTION TARGETS

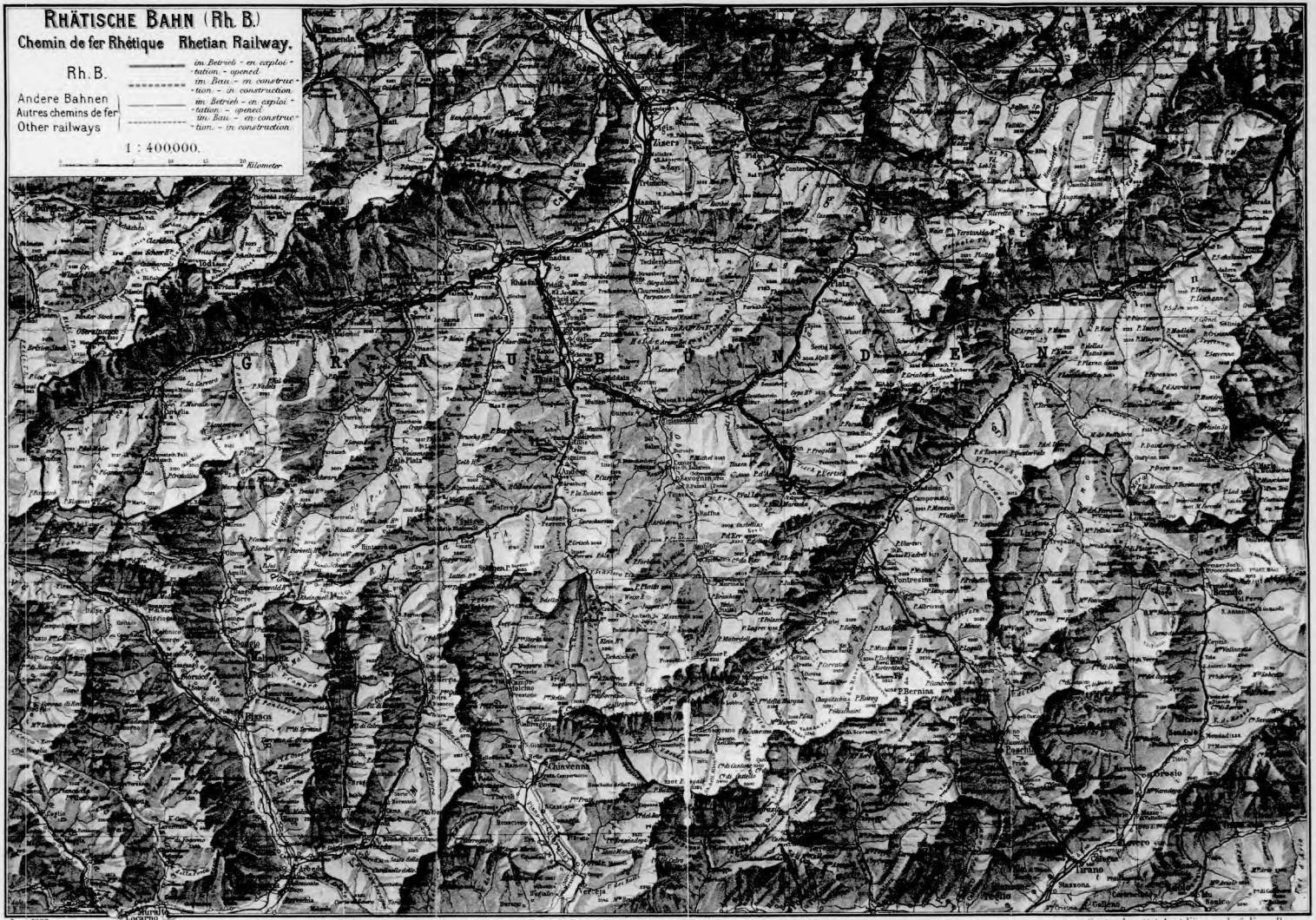
A&P International
2715 Upper Afton Road, St. Paul, MN 55119-4760
612/738-9329 FAX 612/738-1496

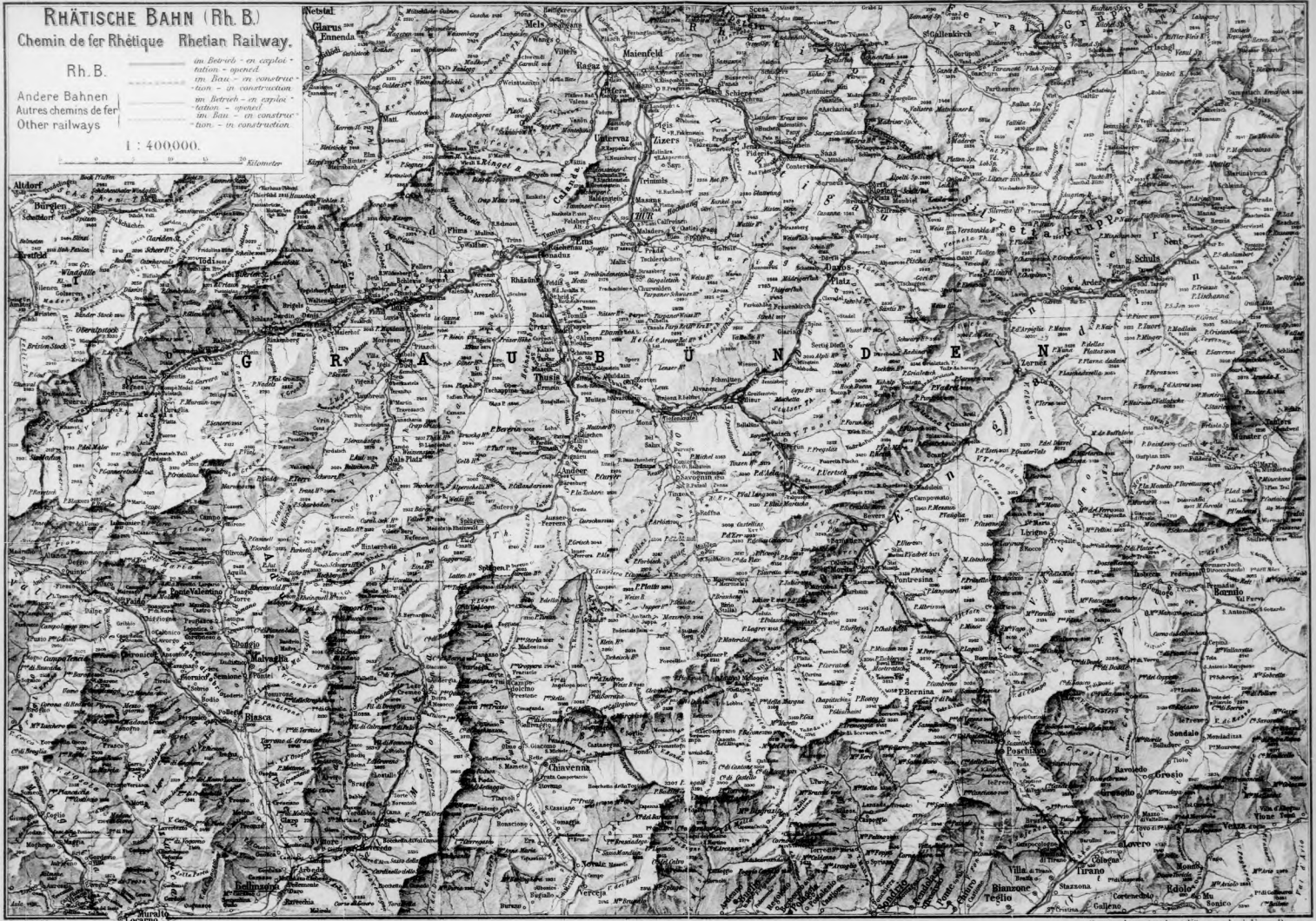
ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890

4.5 mm

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz1234567890

3.5 mm


RHÄTISCHE BAHN (Rh. B.)
Chemin de fer Rhétique Rhetian Railway.
Rh.B.
im Betrieb - en exploitation. - opened
im Bau. - en construction. - in construction.
Andere Bahnen
Autres chemins de fer
Other railways
im Betrieb - en exploitation. - opened
im Bau. - en construction. - in construction.
1 : 400000.
Kilometer
GRAUBÜNDEN
Chiavenna
Tirano
Bernina
Juni 1909
Geograph. artist. Anst. Kümmerly & Frey, Bern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GRAUBÜNDEN
Netstal
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Ennenda
Mels
Sargans
Ragaz
Maienfeld
Landquart
Chur
Davos
Klosters
Schuls
Zernez
Scuol
Tarasp
Altdorf
Burglen
Schattdorf
Flüelen
Sisikon
Brunnen
Gersau
Vitznau
Weggis
Küssnacht
Arth
Goldau
Schwyz
Ingenbohl
Brunnen
Uri
Schwyz
Unterwalden
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Rapperswil
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Felsberg
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Igis
Landquart
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Jenaz
Fideris
Conters
Saas
Klosters
Serneus
Dalvazza
Davos Platz
Davos Dorf
Wiesen
Filisur
Schmitten
Alvaneu
Bergün
Preda
Spinas
Celerina
Samaden
Pontresina
Berninapass
Poschiavo
Tirano
Sondrio
Colico
Chiavenna
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Tiefenkasten
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Oberalppass
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Andermatt
Göschenen
Wassen
Amsteg
Silenen
Erstfeld
Locarno
Muralto
Juni 1909
Geograph. artist. Anst. Kümmerly & Frey, Bern

REDUCTION RATIO 9:1

A5
100 mm
1.0
1.1
1.25
1.4
1.6
1.8
2.0
2.2
2.5
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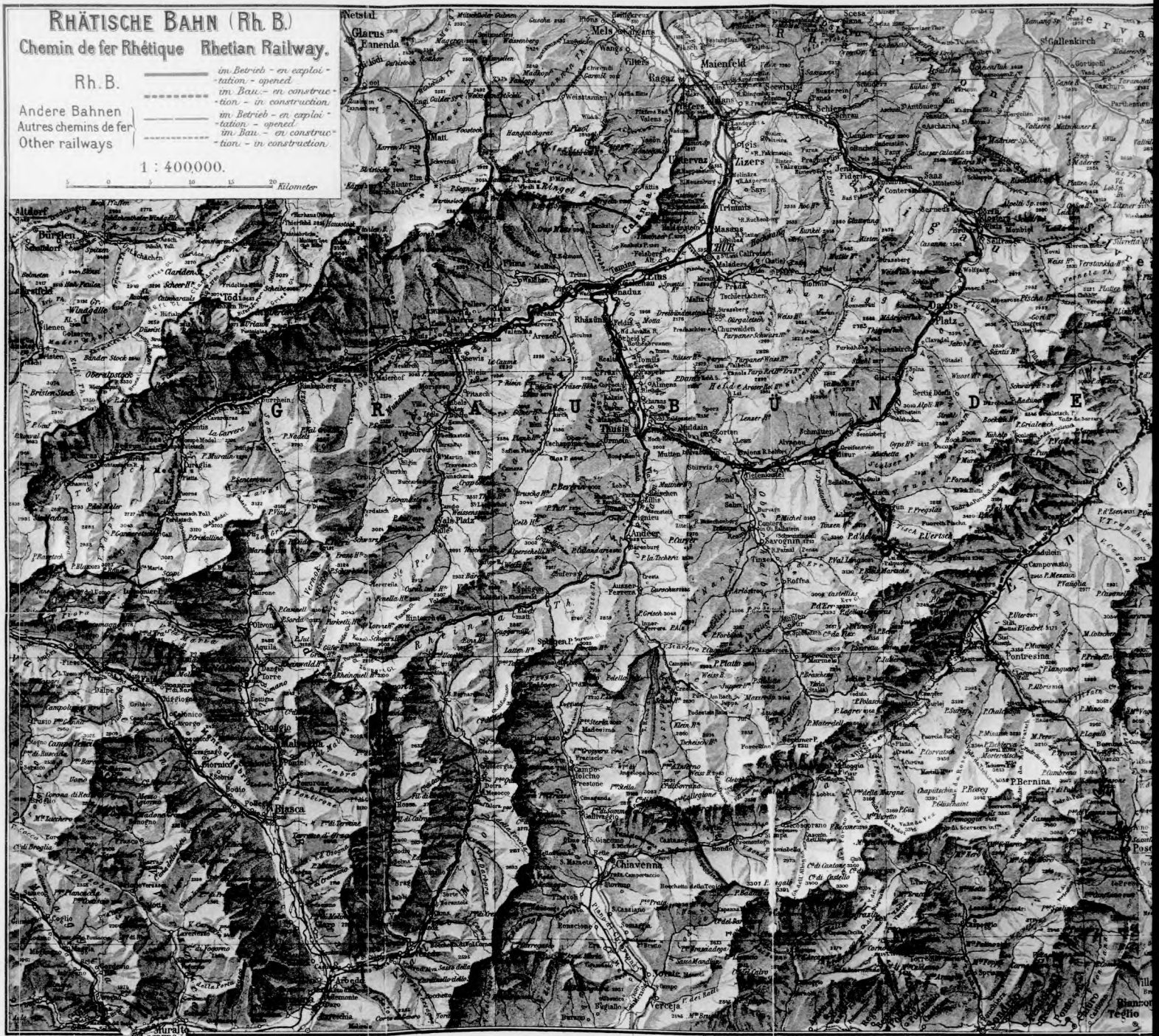
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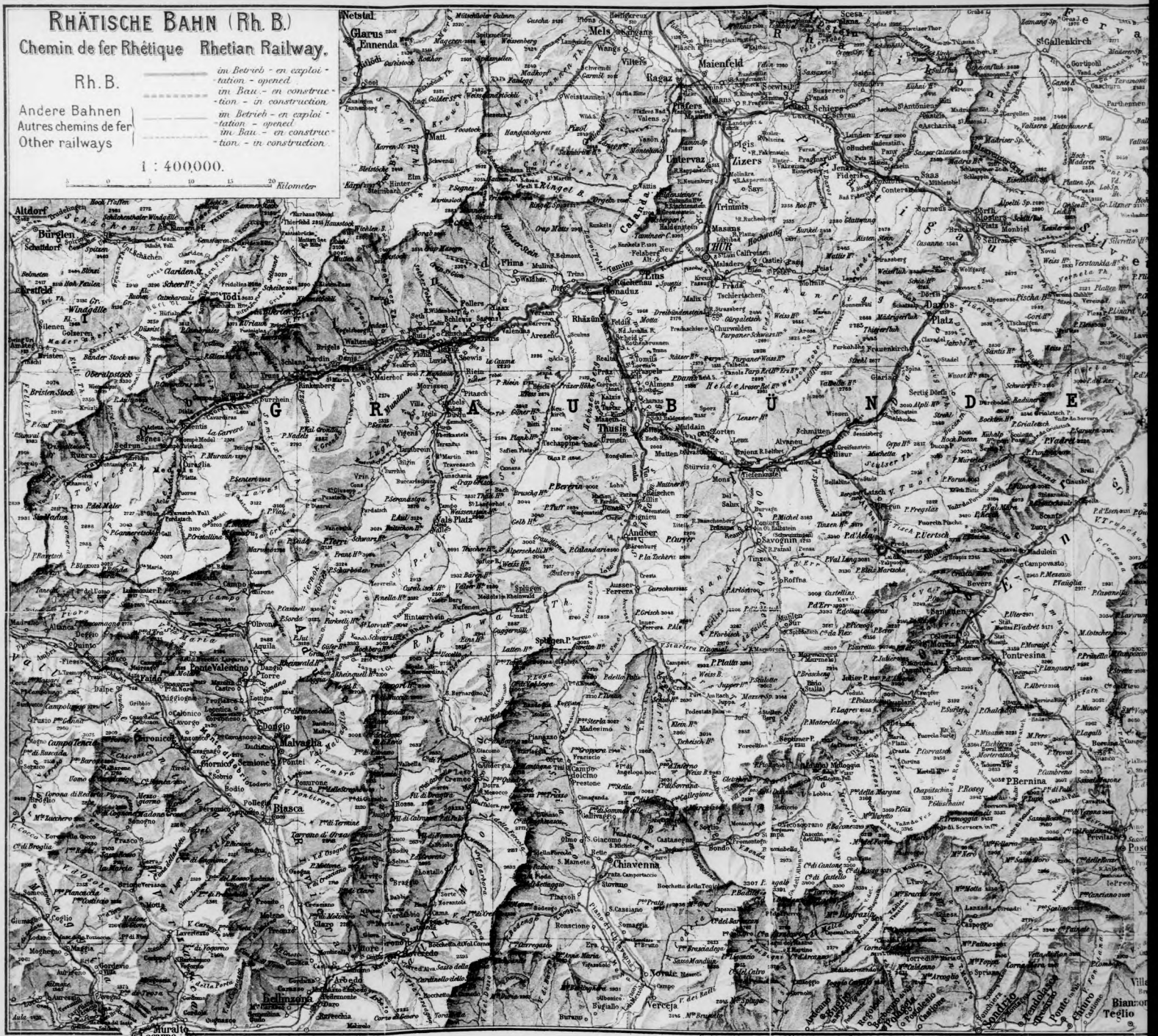
Juni 1909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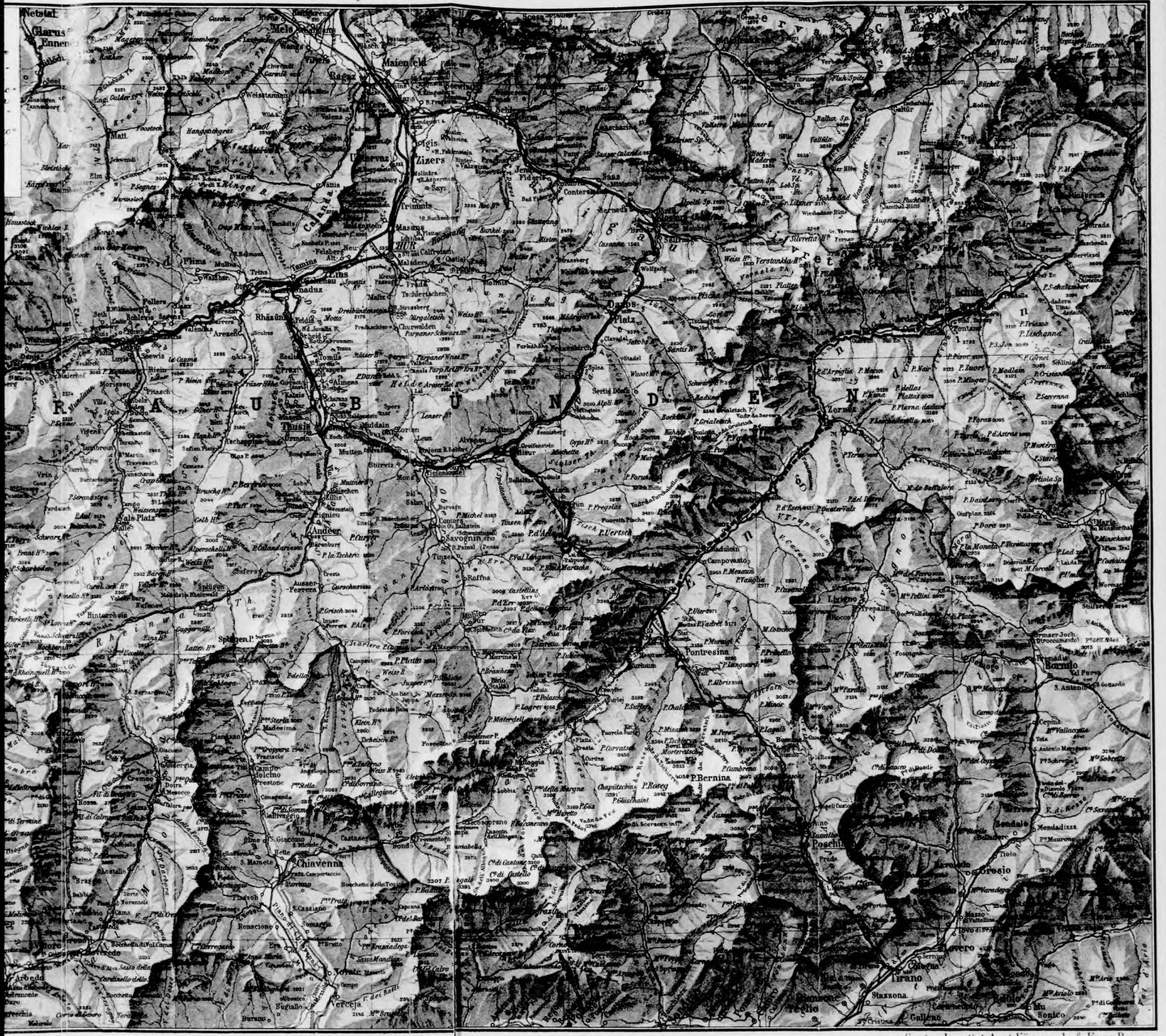
Netstal
Glarus
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Mels
Sargans
Maienfeld
Ragaz
Matt
Weisstannen
Elm
Flims
Trins
Ilanz
Tavanasa
Disentis
Andeer
Thusis
Splügen
Chiavenna
Verceja
Bugiallo
Zizers
Untervaz
Trimmis
Malix
Chur
Rhäzüns
Felsberg
Reichenau
Tamins
Bonaduz
Versam
Safien Platz
Tschappina
Hinterrhein
Vorderrhein
Rheinwald
Avers
Juf
Madesimo
Campodolcino
Prestone
Mese
Gordona
Castasegna
Bondo
Soglio
Stampa
Casaccia
Vicosoprano
Maloja
Silvaplana
Sils
Segl
Silvretta
Verstanklahorn
Davos Platz
Davos Dorf
Wolfgang
Klosters
Schiers
Seewis
Grüsch
Zizers
Jenins
Fideris
Conters
Küblis
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Pany
Valzeina
Furna
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Schiers
Seewis
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Pany
Valzeina
Furna
Schuders
Tarasp
Fluhs Spitz
Vallilla
Ischgl
Galtür
Ardez
Ftan
Scuol
Tarasp
Schuls
Remüs
Vulpera
Ramosch
Tschlin
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Taufers
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Toblach
Cortina
Ampezzo
Auronzo
Misurina
Tre Croci
Landro
Dobbiaco
Cimabanche
Carbonin
Schluderbach
Sexten
Innichen
Sillian
Arnbach
Kartitsch
Heiligenblut
Lienz
Matrei
Virgen
Prägraten
Kals
Huben
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Obermauern
Untermauern
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Winklern
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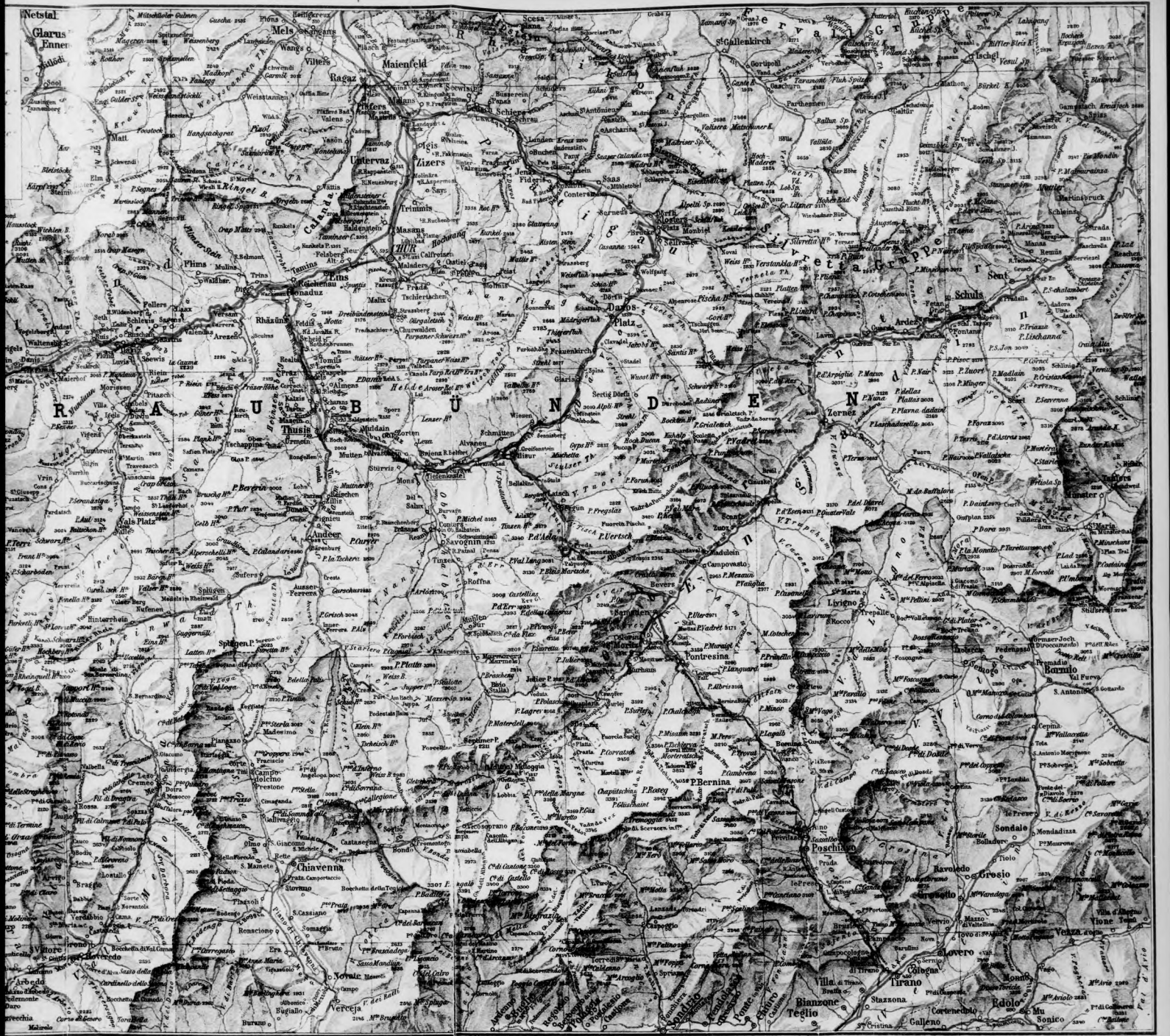
Netstal
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Schiers
Schraus
Seewis
Fideris
Küblis
Conters
Saas
Mühlestein
Klosters
Monbiel
Selfranga
Davos
Platz
Dörfli
Frauenkirch
Glaris
Sertig Dörfli
Spina
Wiesen
Schmitten
Alvaneu
Tiefenkastel
Stürvis
Mons
Salux
Burvagn
Savognin
Tinzen
Roffna
Mühlen
Sur
Bivio
Stalla
Julier P.
Septimer P.
Maloja
Castasegna
Chiavenna
Piuro
Prosto
Novate
Mezzola
Verceja
Burano
Arbedo
Castione
Bellinzona
Sondrio
Tirano
Bianzone
Teglio
Villa di Tirano
Stazzona
Edolo
Mu
Sonico
Cortenedolo
Galleno
Sta Cristina
Grosio
Grosotto
Ravoledo
Sondalo
Poschiavo
Le Prese
Cadera
Brusio
Campocologno
Cologna
Lovero
Tovo di Sta Agata
Verza
Vione
Monno
Arlo
Avriolo
Pontresina
Bernina
Morteratsch
Roseg
Languard
Piz Palü
Piz Bernina
Piz Roseg
Piz Tschierva
Piz Morteratsch
Piz Languard
Piz Albris
Piz Minor
Piz Misaun
Piz Chalchagn
Piz Lagrev
Piz Platta
Piz Materdell
Piz Surlej
Piz Julier
Piz Polaschin
Piz Nair
Piz Corvatsch
Piz Surlej
Piz Duan
Piz Ot
Piz Suvretta
Piz Corvatsch
Piz Rosatsch
Piz Ela
Piz Kesch
Piz Grialetsch
Piz Vadret
Piz Linard
Piz Buin
Piz Sarotla
Piz Davo Lais
Piz Mezzaun
Piz Vallatscha
Piz Arpiglia
Piz Madlain
Piz Uertsch
Piz Forun
Piz Mutschen
Piz Michel
Piz Aela
Piz Err

Switzerland MONO Nr. 80324b Canton of Grisons

International Mono Company Winterthur

Design of cover
by WALTHER KOCH, DAVOS

Rhaetian Railway
Chur

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1909

END OF
TITLE